

CITY OF VANCOUVER
REGULAR COUNCIL MEETING

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, February 20th, 1979, in the Council Chamber, commencing at 2:00 p.m.

PRESENT: Mayor Volrich
Aldermen Bellamy, Ford, Gerard,
Harcourt, Kennedy, Little,
Marzari, Puil and Rankin

ABSENT: Alderman Boyce.

CLERK TO THE COUNCIL: R. Henry

PRAYER

The proceedings in the Council Chamber were opened with prayer.

ACKNOWLEDGMENT

The Mayor acknowledged the presence in the Council Chamber of students from Nootka Elementary School, under the direction of their teacher, Mr. Bruce Arno.

'IN CAMERA' MEETING

The Council was advised there were matters to be considered 'In Camera' later this day.

ADOPTION OF MINUTES

MOVED by Ald. Bellamy

SECONDED by Ald. Gerard

THAT the Minutes of the following meetings be approved:

Special Council (Court of Revision) - February 8, 1979
Regular Council (except 'In Camera') - February 13, 1979

- CARRIED UNANIMOUSLY

The Regular Council recessed and reconvened at 2:20 p.m. following the Special Council (Public Hearing).

COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy

SECONDED by Ald. Gerard

THAT this Council resolve itself into Committee of the Whole, Mayor Volrich in the Chair.

- CARRIED UNANIMOUSLY

UNFINISHED BUSINESS

1. The Dance Machine -
887 Seymour Street

City Council on February 6, 1979, at the request of the lawyer for the Dance Machine Cabaret, deferred consideration of the Manager's report dated February 2, 1979, to today's meeting to provide the lawyer an opportunity of addressing Council.

Cont'd...

UNFINISHED BUSINESS (Cont'd)The Dance Machine (Cont'd)

The City Clerk, in a memorandum dated February 19, 1979, advised that the lawyer for this cabaret is requesting a further deferral to Tuesday, April 3, 1979. The memorandum noted that this matter has been in process since mid-January and the City Manager suggests that Council may wish to act on one of the recommendations contained in the Manager's report, as either recommendation would provide additional time to the operators before final action is taken.

The City Manager, in his report, submitted the following recommendations for consideration:

- A) Approval of the recommendation of the Director of Permits and Licenses to require the operator to show cause.
- or B) Giving 3 months' notice to the lessee of cancellation of the lease to enable the building to be demolished, and further requesting the Supervisor of Properties to discuss with the Property Endowment Fund Board the fate of buildings on Lot 20, and the economics of demolishing these and using the combined site as an interim parking lot, - for report back to Council.

MOVED by Ald. Gerard

THAT recommendation 'A' of the City Manager, quoted above, be approved.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS1. Peace Arch - Annual Celebration - Grant Request

The International Peace Arch Association, in a letter dated February 11, 1979, requested a grant of \$100 towards its Annual Celebration to be held on June 10th this year.

MOVED by Ald. Harcourt

THAT a grant of \$100 towards the Annual Celebration of the International Peach Arch Association, to be held on June 10, 1979, be approved.

- CARRIED BY THE
REQUIRED MAJORITY

(Ald. Puil opposed)

2. Canada Week Celebration - Grant Request

In a letter dated February 9, 1979, the Chairman of the B.C. Canada Week Committee submitted a request for a grant of \$20,000 towards its Canada Week Celebration to be held at Empire Stadium on June 30th 1979.

MOVED by Ald. Puil

THAT the request of the B.C. Canada Week Committee for a grant towards its Canada Week Celebration be referred to the Director of Social Planning for report to the Standing Committee on Finance and Administration.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS (Cont'd)

3. Submission of Resolutions
1979 F.C.M. Conference

Council noted a memorandum from the City Clerk dated February 15, 1979, submitting for Council's consideration a resolution from the Director of Permits and Licenses for transmittal to the 1979 F.C.M. Conference.

MOVED by Ald. Marzari

THAT the resolution submitted by the Director of Permits and Licenses be forwarded to the Federation of Canadian Municipalities for consideration at its 1979 Conference.

- CARRIED UNANIMOUSLY

4. Rezoning - S/W Corner
75th Avenue and Angus Drive

Council noted a request from the Marpole Citizens' Planning Committee to address it this day when the report of the City Manager on the rezoning at 75th Avenue and Angus Drive is before it.

MOVED by Ald. Puil

THAT the delegation request from the Marpole Citizens' Planning Committee be approved and the representation be heard when the City Manager's report on the rezoning at the S/W corner of 75th Avenue and Angus Drive is before Council later this day.

- CARRIED UNANIMOUSLY

5. Deputy Mayors - 1979
Change in Roster

In a memorandum dated February 16, 1979, the City Clerk advised of requests from Aldermen to amend the 1979 roster of Deputy Mayors as follows:

Deputy Mayor for April - Alderman Marzari
Deputy Mayor for August - Alderman Rankin

The City Clerk further recommended that the Mayor be authorized to approve any further requests to vary the 1979 roster.

MOVED by Ald. Kennedy

THAT the recommendations of the City Clerk contained in his memorandum dated February 16, 1979, be approved.

- CARRIED UNANIMOUSLY

6. Appointment of
Civic Chaplains

Council noted a memorandum dated February 16, 1979, from the Mayor, recommending appointment of the following as Civic Chaplains for the first half of 1979:

MARCH & APRIL The Reverend Alan Reynolds
 of Ryerson United Church
MAY AND JUNE The Reverend Douglas Moffat
 of Trinity Baptist Church.

MOVED by Ald. Harcourt

THAT the appointment of Civic Chaplains, as detailed in the Mayor's memorandum of February 16, 1979, be approved.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS (Cont'd)7. Park Site Development
Burrard and Melville

Before Council this day was a communication from the Park Board dated February 7, 1979, advising of the following resolutions of the Board:

"THAT the Park Board undertake the design, development and maintenance of the park site at Burrard and Melville Streets, such development to occur within a "soft" landscape theme, which will permit future modifications as necessary, required by public transit;

THAT the Park Board will ensure involvement of civic departments and adjacent property owners on an advisory basis for the design of the park;

THAT the Park Board will develop the park to the northerly existing curb line on Melville Street, and tie in with a surface pedestrian crosswalk on the Dunsmuir-Melville connector at the west end of the site;

THAT City Council be requested to allocate \$180,440 of additional funds to the Park Board for development of the park site, to allow for opening to the public in 1979."

A report from the City Manager on the Burrard and Melville park site development recommended approval of the following recommendation of the Director of Planning:

"THAT the matter of temporary design, funding and the strategy of implementation of this proposed parksite at Burrard and Melville Streets be referred to the Standing Committee on Planning and Development for detailed consideration and coordination."

A report from the City Manager, dated January 8, 1979, in which the City Engineer reported on the Proposal for Closure of a Portion of Melville Street, West of Burrard Street, concluded with the following recommendations:

"THAT

A. The north half of Melville Street from Burrard to Dunsmuir Streets not be closed.

B. The existing sidewalk area between the north curb and the north property line be treated as an extension to the temporary park development with the sidewalk function to be retained within the street allowance as part of the park development, and access to the 12" watermain to be in accordance with the requirements of the City Engineer.

C. Costs for development of the existing sidewalk area be provided from park development funds."

During consideration of this item, the Mayor advised that Mr. Bentall is willing to retain an architect to assist in design and development of this park.

MOVED by Ald. Ford

THAT the resolutions of the Park Board contained in their letter of February 7, 1979, with respect to design, development and maintenance of the park, be approved:

FURTHER THAT the Park Board be requested to undertake this work in consultation with the architect for the property owners, in addition to relevant City departments and adjacent property owners.

AND FURTHER THAT the Park Board's request for the allocation of \$180,440 of additional funds for development of the park site, be referred to the Standing Committee on Finance and Administration for consideration.

- CARRIED

(Ald. Gerard, Kennedy, Little and Puil opposed)

COMMUNICATIONS OR PETITIONS (Cont'd)Park Site Development
Burrard and Melville (cont'd)

MOVED by Ald. Ford

THAT the reports of the City Manager, dated January 8th and February 16, 1979, be received and referred to the Park Board for consideration when dealing with this matter.

- CARRIED UNANIMOUSLY

8. Reduction in Business Tax Rate

In a letter dated February 14, 1979, Mr. Bruce Yorke, President of the Committee of Progressive Electors, requested an opportunity of addressing Council when the report of the Standing Committee of Finance and Administration is before it later this day.

MOVED by Ald. Rankin

THAT the delegation request be granted and the presentation be heard when the report is before Council later this day.

- CARRIED UNANIMOUSLY

9. Rooming House at 634 East Georgia Street

Council noted a letter dated February 16, 1979 from The Walton Investment Group, requesting to appear before Council this day regarding the Community Services Committee's recommendations on the Rooming House at 634 East Georgia Street.

Alderman Rankin advised that just prior to this meeting Mr. Killam had contacted him and requested that this matter be referred back to the Standing Committee on Community Services for further consideration.

MOVED by Ald. Rankin

THAT Clause 4, in the Community Services Committee's report dated February 8, 1979, with regard to the Rooming House at 634 East Georgia Street, be referred back to the Standing Committee on Community Services for further consideration.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS

A. CITY MANAGER'S
GENERAL REPORT
(FEBRUARY 16, 1979)

Works & Utility Matters
(February 16, 1979)

Closure of Portion of North Side of
2nd Avenue at Granville Street.
(Clause 1)

MOVED by Ald. Kennedy

THAT the recommendation of the City Manager, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S & OTHER REPORTS (Cont'd)Building & Planning Matters
(February 16, 1979)

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Rezoning Application - 6364 Victoria Drive
- Cl. 2: 7049 Prescott Street - D.P.A. No. 82782
- Cl. 3: Grandview-Woodland N.I.P. - Victoria Park
Improvements Phase II - Bocce Courts and
Washrooms

Rezoning Application -
6364 Victoria Drive
(Clause 1)

Council noted an application from Mr. Benjamin Taverna wishing to address Council on this matter.

MOVED by Ald. Bellamy

THAT consideration of this report be deferred to the next meeting of Council to permit the applicant an opportunity to address Council.

- CARRIED UNANIMOUSLY

Clauses 2 and 3

MOVED by Ald. Harcourt

THAT the recommendations of the City Manager, as contained in clauses 2 and 3 of this report, be approved.

- CARRIED UNANIMOUSLY

Fire & Traffic Matters
(February 16, 1979)Letter from Continental Explosives Ltd.,
Regarding Explosives
(Clause 1)

MOVED by Ald. Bellamy

THAT the recommendation of the City Manager, as contained in this report, be approved.

- CARRIED UNANIMOUSLY

Finance Matters
(February 16, 1979)

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Council Members' Travel Expense & Mayor's
Fund - Policies and Regulations
- Cl. 2: Metrication Program for 1979
- Cl. 3: Display of British Columbia Heart
Foundation Flags

Council Travel Expense & Mayor's
Fund - Policies and Regulations
(Clause 1)

MOVED by Ald. Puil

THAT this clause in the City Manager's report dated February 16, 1979, be referred to the Standing Committee on Finance and Administration for consideration.

- CARRIED UNANIMOUSLY

Cont'd.....

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CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Finance Matters (Cont'd)

Council Members' Travel Expense &
Mayor's Fund - Policies and
Regulations (Clause 1) (Cont'd)

MOVED by Ald. Marzari

THAT if any free air passage is offered and accepted by an elected official, the official be required to publicly declare this.

- CARRIED UNANIMOUSLY

Metrication Program for 1979
(Clause 2)

MOVED by Ald. Rankin

THAT the recommendation of the City Manager, as contained in this clause, be approved.

(Ald. Kennedy opposed)

- CARRIED

Display of B.C. Heart Foundation
Flags - Grant Request (Clause 3)

MOVED by Ald. Gerard

THAT the recommendation of the City Manager, as contained in this clause, be approved:

FURTHER THAT a grant of \$400.00 to cover the costs of installing and removing the flags, be approved to the B.C. Heart Foundation.

- CARRIED UNANIMOUSLY
AND BY THE REQUIRED
MAJORITY

Property Matters
(February 16, 1979)

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Gymnasium Facility - 800 Cassiar Street
- Cl. 2: Rent Review - Manitoba Street End, South
of Kent Avenue South
- Cl. 3: Lots 21 to 24, Block 230, D.L. 526,
Plan 590, 1505 West 3rd Avenue

Clauses 1 and 2

MOVED by Ald. Puil

THAT Clause 1 be received for information and the recommendation of the City Manager, as contained in Clause 2, be approved.

- CARRIED UNANIMOUSLY

Lots 21 to 24, Block 230, D.L. 526,
Plan 590, 1505 West 3rd Avenue
(Clause 3)

At the request of the City Manager, Council agreed that this clause be withdrawn.

CITY MANAGER'S & OTHER REPORTS (Cont'd)

B. Amendments to the Central Waterfront
 Official Development Plan
 (January 29, 1979)

When considering this report Council noted a letter dated February 8, 1979 from the General Manager, Port of Vancouver, advising that the National Harbours Board is in agreement with the report but takes exception to the suggestion in the report that Council consider floating homes as an interim use in the Central Waterfront. The letter reiterated that the National Harbours Board is strongly opposed to residential housing in the Central Waterfront.

Circulated this day was a letter, dated February 19, 1979 from Mr. B.K. Calder, Chairman of the Vancouver Economic Advisory Commission. The letter advised that a sub-committee of the Commission met with senior representatives of four development companies from the City of Vancouver to discuss the Central Waterfront District Official Development Plan. The comments from the representatives of the development community were set out in the letter.

MOVED by Ald. Harcourt

THAT consideration of the City Manager's report dated February 15, 1979, and the related correspondence, be deferred to the next meeting of Council to provide Council an opportunity of considering the comments contained in the letter from the Vancouver Economic Advisory Commission.

- CARRIED

(Ald. Gerard, Kennedy and Puil opposed)

Aldermen Little and Marzari were ineligible to vote.

D. 121 West 5th Avenue,
Mrs. Edna Spreckley

When considering this report, Council noted a letter from the lawyer for the premises at 125 West 5th Avenue, advising that he did not wish to appear before Council on this matter. The letter further stated that the owners of the premises at 125 West 5th have been caused additional insurance expenses and annoyance as a result of the premises at 121 West 5th Avenue.

MOVED by Ald. Gerard

THAT the show cause action against the registered owner of 121 West 5th Avenue, be withheld.

- CARRIED UNANIMOUSLY

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DELEGATIONS

1. 977 Homer Street -
D.P. No. 76658

Council on February 16, 1979, deferred consideration of a City Manager's Report dated February 2, 1979, to permit Mr. Tom Vancouver an opportunity to address it on this matter.

Mr. Vancouver spoke to his request that Council reverse the decision of the Director of Planning to permit provision of one off-street parking space in the front yard of the residential building at 977 Homer Street.

The City Manager, in his report, reviewed the history of this matter for the information of Council and advised that Mr. Vancouver's request for an off-street parking space in the front yard of 977 Homer Street is contrary to the Official Development Plan and guidelines.

MOVED by Ald. Ford,

THAT the representation from Mr. Vancouver and the City Manager's Report dated February 2, 1979, be received and no further action be taken.

- CARRIED UNANIMOUSLY

2. 2650 Granville Street -
D.P.A.

Council on February 6, 1979, considered a request from representatives of the Hycroft Towers Strata Owners' Council to appear before it on Development Permit Application No. 82651 - 2650 Granville Street.

Mr. Benson, representing the Strata Owners' Council, addressed Council and asked if Council could intervene and prevent this development permit application from being approved. It was noted that the Development Permit Board at its meeting on February 19, 1979, had approved this development permit application. The Director of Planning advised Council that the proposed development meets the guidelines for this area of the City and for this reason was approved by the Development Permit Board.

The Mayor advised the delegation that it is Council policy not to interfere in the decisions of the Development Permit Board and the opponent's best recourse would be to appeal to the Board of Variance.

MOVED by Ald. Gerard,

THAT the submission by Mr. Benson, on behalf of the Hycroft Towers Strata Owners' Council, be received.

- CARRIED UNANIMOUSLY

3. Rezoning Application:
57th Avenue and Hudson Street

Council on January 23, 1979, agreed to hear representations from the Hudson Street Property Owners' Association when the City Manager's Report on two related rezoning applications at:

- 1) Northeast Corner of 57th Avenue and Hudson Street;
- 2) 1176 and 1220 West 54th Avenue;

was before Council.

Cont'd . . .

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DELEGATIONS (Cont'd)

Rezoning Application:
57th Avenue and Hudson Street (Cont'd)

Before Council was a City Manager's Report dated February 8, 1979, summarizing a report of the Director of Planning dated February 7, 1979, on the application from Mr. Peter Wardle, Architect, to amend Zoning and Development By-law No. 3575 whereby lands at the northeast corner of 57th Avenue and Hudson Street, and 1176 and 1220 West 54th Avenue would be rezoned from RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District for the purpose of developing two strata title single family residential developments consisting of 28 units in total.

The report concluded with the following recommendations:

- (A) That this application be refused.
- (B) That the Approving Officer give favourable consideration to future subdivision plans with lot sizes of a minimum of 9,500 square feet, roads, cul-de-sacs and the provision of utility services required to serve this block to be to the satisfaction of the City Engineer.

Mr. John Norton, the developer, addressed Council and reviewed the proposed development. He requested Council to recommend to the Approving Officer approval of the application with a minimum lot size of 8,400 square feet.

Mr. Wardle, Architect for the developer, also addressed Council in support of the application.

Mr. J. Stuart Clyne, President, Hudson Street Property Owners' Association, spoke against the proposed development. He stated the residents objected to 24 houses being built where three buildings presently exist. The objections are on the basis of density, increased traffic and parking problems, and that the development would drastically change the character of the neighbourhood. He stated that his Association would support 9,500 square feet as the absolute minimum lot size with the average lot size being approximately 12,000 square feet.

He advised that his Association retained an architect, who together with the residents, is presently working with the Planning Department on a plan for the area. The Association would also like an opportunity to work with the Engineering Department on this matter.

MOVED by Ald. Bellamy,

THAT the application received from Mr. Peter Wardle, Architect, to rezone lands at the northeast corner of 57th Avenue and Hudson Street and 1176 and 1220 West 54th Avenue from RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District, be refused.

- CARRIED UNANIMOUSLY

MOVED by Ald. Bellamy,

THAT the Approving Officer give favourable consideration to future subdivision plans with lot size of a minimum of 9,500 square feet, with the average lot size being approximately 12,000 square feet, roads, cul-de-sacs and the provision of utility services required to serve this block to be to the satisfaction of the City Engineer.

- CARRIED

(Alderman Harcourt opposed.)

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CIVIC RECOGNITION - Dr. Gerald Bonham

At this point in the proceedings the Council recognized Dr. Gerald Bonham - Medical Health Officer - who is resigning from the City Service to join the staff of the Ministry of Health.

The Mayor thanked Dr. Bonham for his service and presented him with a camera. Alderman Gerard presented a bouquet of spring flowers to Mrs. Bonham.

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The Council recessed at 3:55 p.m. to reconvene in the Council Chamber at 4:20 p.m.

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DELEGATIONS AND CITY MANAGER'S REPORTS (Cont'd)

C. Rezoning Application - Southwest Corner of 75th Avenue and Angus Drive (8699 Angus Drive)

Before Council was a report of the City Manager summarizing a report of the Director of Planning dated February 14, 1979, on a rezoning application from Mr. Brian Rice of C.F. Roberts and Partners, on behalf of Horner Developments Ltd., to amend Zoning and Development By-law No. 3575, whereby the property described as 8699 Angus Drive (Lot 3, Blk. 16, Sub. of D.L.'s 308, 5214 and Part of 317, Plan 5726) be rezoned from M-1 Industrial to CD-1 Comprehensive Development for the purpose of constructing a 104 unit townhouse and apartment development.

The report concluded with the following recommendations:

- (A) That this rezoning application be refused.
- (B) That the Director of Planning, in consultation with the Economic Development Officer, the City Engineer and the Marpole Citizens' Planning Committee and property owners, report back to Council on appropriate uses for this site, adjacent City owned lands and other privately owned lands in the vicinity, such possible uses to include high quality industrial development, office, public park, waterfront walkway and other uses.

Mr. Brian Rice addressed Council on behalf of the applicant and requested that Council instruct the Director of Planning to forward this application direct to a Public Hearing. He stated that the proposed development has the endorsement of a number of local residents.

Dr. I. Taylor, representing the Marpole Citizens' Planning Committee, read from a brief which was circulated to Council this day. The brief argued that the future plans for the land at the southwest corner of 75th Avenue and Angus Drive should include a very substantial commitment to conservation for future development as a major waterfront park.

He advised that the Association supports recommendation (B) of the Director of Planning and if approved the Association is eager to begin discussions with the Director of Planning, the Economic

Cont'd . . .

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DELEGATIONS AND CITY MANAGER'S REPORTS (Cont'd)

Rezoning Application - Southwest Corner of
75th Avenue and Angus Drive (8699 Angus Drive) (Cont'd)

Development Officer and the City Engineer as soon as possible.

Mr. Horner than addressed Council and circulated a number of documents, one of which was a plan showing the location of the lands in question as well as certain City-owned lands, part of which are being held as park reserve. Mr. Horner reviewed the history of his attempts to develop this land. He also stated at one time the City had expressed interest in purchasing the land, but this had not been pursued.

Mr. Sid Fancy, the Economic Development Officer, indicated that he has had discussions with various people in the field of economic development who have indicated that this site has possibilities for development as a research and high technology industrial park. It would take time to develop this site for this purpose but he recently received word from the B.C. Development Corporation that it is not interested in considering this site at the present time.

MOVED by Ald. Harcourt,

THAT the application of Horner Developments Ltd. to rezone the property at 8699 Angus Drive from M-1 Industrial to CD-1 Comprehensive Development for the purpose of constructing a 104 unit townhouse and apartment development be referred direct to a Public Hearing.

- LOST

(Aldermen Bellamy, Ford, Kennedy, Marzari, Puil,
Rankin and the Mayor opposed.)

MOVED by Ald. Rankin,

THAT the Director of Planning in consultation with the Economic Development Officer, the City Engineer and the Marpole Citizens' Planning Committee and property owners report back within three months on appropriate uses for this site, adjacent City-owned lands and other privately owned lands in the vicinity, such possible uses to include high quality industrial development, office, public park, waterfront walkway and other uses.

FURTHER THAT at that time Council set a date for a Public Hearing on this matter.

- CARRIED UNANIMOUSLY

STANDING COMMITTEE REPORTS

I. Report of Standing Committee
on Planning and Development
(February 1 & 8, 1979)

Planning Department Annual Review
1978/79 (Clause 1)

During consideration of this clause, Council noted a letter dated February 16, 1979, from the Real Estate Board of Greater Vancouver requesting that the zoning and development controls of Central Broadway be included in the Central Area planning review of the Planning Department for 1979.

MOVED by Ald. Harcourt

THAT the recommendations of the Committee contained in this report be amended and then approved as follows:

- A. THAT the Planning Department "Annual Review 1978/79" be approved subject to the amendments suggested by the Director of Planning, subject to budget approval.
- B. THAT the Director of Planning report back to the Committee on appropriate priority adjustments and timing to address the L.R.T. question.

- CARRIED UNANIMOUSLY

MOVED by Ald. Marzari

THAT the Director of Planning be instructed to make public zoning use a priority 'A' of his department's work program for 1979.

- LOST

(Ald. Bellamy, Gerard, Kennedy, Little, Puil
and the Mayor opposed)

II. Report of Standing Committee
on Community Services
(February 8, 1979)

The Council considered this report which contains seven clauses identified as follows:

- Cl. 1: Immigrant Services Centre Funding
- Cl. 2: Teenage Discotheque - 1351 West Broadway
- Cl. 3: Liquor Permit Application - 3680 East Hastings
Development Permit Application No. 82854
- Cl. 4: Rooming House at 634 East Georgia Street
- Cl. 5: Nursing Home Facilities
- Cl. 6: Community Living Boards
- Cl. 7: Family and Juvenile Court Committee -
Annual Report

Immigrant Services Centre Funding
(Clause 1)

MOVED by Ald. Rankin

THAT the recommendations of the Committee as contained in this Clause, be approved.

- CARRIED

(Ald. Little and Puil opposed)

STANDING COMMITTEE REPORTS (Cont'd)Report of Standing Committee on
Community Services (Cont'd)Immigrant Services Centre Funding (Cont'd)

MOVED by Ald. Little (in amendment)

THAT recommendations 'A', 'B' and 'C' of the Committee be amended by including the words 'up to and including June 30, 1979 only';

FURTHER THAT recommendation 'D' be amended by striking out all the words after the word 'City';

AND FURTHER THAT the Secretary of State be advised that Vancouver City Council has no intention of assuming any costs for this Centre after June 30, 1979.

- LOST (tie vote)

(Ald. Bellamy, Ford, Marzari, Rankin and the Mayor opposed)

The amendment having lost, the motion by Alderman Rankin was put and carried.

Teenage Discotheque -
1351 West Broadway
(Clause 2)

MOVED by Ald. Rankin

THAT the recommendation of the Committee, as contained in this clause, be approved.

- CARRIED

(Ald. Gerard, Kennedy, Little and Marzari opposed)

Liquor Permit Application
3680 East Hastings Street
(Clause 3)

MOVED by Ald. Rankin

THAT the recommendation of the Committee, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

Rooming House at 634 Georgia Street
(Clause 4)

For Council action on this clause, see page 5.

Clauses 5, 6 and 7

MOVED by Ald. Rankin

THAT the recommendations of the Committee, as contained in clauses 5, 6 and 7, be approved.

- CARRIED UNANIMOUSLY

STANDING COMMITTEE REPORTS (Cont'd)

III. Part Report of Standing Committee
on Transportation
(February 8, 1979)

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Cancellation of Bus Stop -
Oak at 58th Avenue
- Cl. 2: Improvements to Nanaimo Street -
29th to 34th Avenues
- Cl. 3: Status Report - Transit Operations

Cancellation of Bus Stop -
Oak at 58th Avenue
(Clause 1)

MOVED by Ald. Kennedy

THAT the recommendation of the Committee, as contained in clause 1 of this report, be approved.

- CARRIED UNANIMOUSLY

Improvements to Nanaimo Street -
29th to 34th Avenues
(Clause 2)

MOVED by Ald. Kennedy

THAT the recommendations of the Committee, as contained in clause 2 of this report, be approved.

- CARRIED

(Ald. Harcourt, Marzari and Rankin opposed)

MOVED by Ald. Marzari

THAT consideration of this clause be deferred for report reference from officials and that all affected neighbours in this area be advised of the contents of this clause.

- LOST

(Ald. Bellamy, Gerard, Kennedy, Little, Puil
and the Mayor opposed)

The motion to defer having lost, the motion by Alderman Kennedy was put and carried.

Status Report - Transit Operations
(Clause 3)

MOVED by Ald. Bellamy

THAT the recommendations of the Committee, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

STANDING COMMITTEES & OTHER REPORTS (Cont'd)

IV. Report of Standing Committee
on Finance and Administration
(February 8, 1979)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Preliminary Report on the
1979 Operating Budget Estimates
- Cl. 2: Business Tax Rate Change for 1979

Preliminary Report on the 1979
Operating Budget Estimates
(Clause 1)

MOVED by Ald. Puil

THAT the recommendations of the Committee, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

Business Tax Rate Change for 1979
(Clause 2)

As agreed earlier this day Council heard representation from Mr. Bruce Yorke, President of the Committee of Progressive Electors on this matter. Mr. Yorke suggested that, rather than reducing the business tax, Council consider a reduction in the mill-rate which would benefit all citizens. He also suggested that Council consider implementing graduated business tax rates in effect in Winnipeg.

MOVED by Ald. Puil

THAT the recommendation of the Committee, as contained in this clause, be approved.

- CARRIED

(Ald. Marzari and Rankin opposed)

V. Report of Standing Committee
on Planning and Development
(February 8, 1979)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Shaughnessy Hospital Plan
- Cl. 2: V.C.P.C. Concerns re Airport Growth

Shaughnessy Hospital Plan
(Clause 1)

MOVED by Ald. Puil

THAT the recommendations of the Committee, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

V.C.P.C. Concerns re
Airport Growth
(Clause 2)

Circulated for Council's information was a letter dated September 8, 1978, in which the Vancouver City Planning Commission set out its concerns with relation to airport growth.

MOVED by Ald. Puil

THAT the recommendation of the Committee, as contained in this clause, be approved, and the letter from the Vancouver City Planning Commission be received.

-CARRIED UNANIMOUSLY

STANDING COMMITTEES & OTHER REPORTS (Cont'd)

VI. Part Report of Standing Committee
on Planning and Development
(February 15, 1979)

Chinatown Historic Area Streetscape Improvement
Project - Street Lighting Alternatives
(Clause 1)

The Deputy City Engineer addressed Council and recommended that in the interest of citizen safety the lighting in this area be not less than 2 foot candles.

Mr. M. Kemble, Chinatown Planner, spoke in support of the Committee's recommendation that the existing lighting level of 1 - 1.2 foot candles be retained.

MOVED by Ald. Ford

THAT recommendation 'A' of the Committee be approved.

- CARRIED

(Ald. Gerard, Little, Puil and Rankin opposed)

MOVED by Ald. Ford

THAT recommendation 'B' of the Committee be approved, after deleting the figure '1 - 1.2 foot' and substituting '2 foot'.

- CARRIED

(Ald. Gerard and Kennedy opposed)

MOVED by Ald. Kennedy

THAT consideration of this clause be deferred to provide Council an opportunity of touring the City to inspect the various types of lighting used.

- LOST

(Ald. Bellamy, Ford, Gerard, Harcourt, Little,
Marzari, Puil, Rankin and the Mayor opposed)

The motion to defer having lost, the motions by Alderman Ford were put and carried.

VII. Part Report of Standing Committee
on Transportation
(February 15, 1979)

Request to Hold International Marathon
Roadrunning Race on City Streets
(Clause 1)

MOVED by Ald. Kennedy

THAT the recommendation of the Committee, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Puil

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Puil

SECONDED by Ald. Gerard

THAT the report of the Committee of the Whole, be approved.

- CARRIED UNANIMOUSLY

BY-LAWS

1. BY-LAW TO AMEND BY-LAW NO. 4451
BEING THE BUSINESS TAX BY-LAW

MOVED by Ald. Puil,
SECONDED by Ald. Little,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Puil,
SECONDED by Ald. Little,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

MOTIONS

1. Closure of Portion of North Side
of 2nd Avenue at Granville Street

MOVED by Ald. Marzari
SECONDED by Ald. Ford,
THAT WHEREAS:

1. The City of Vancouver is the owner of all the streets and lanes lying within the limits of the City of Vancouver.
2. The redevelopment of False Creek, from time to time, requires the relocation of the existing street system.
3. The resubdivision of the lands north of 2nd Avenue, West of Granville Street, requires the closure of portion of 2nd Avenue at Granville Street.

THEREFORE BE IT RESOLVED THAT all that portion of road deemed dedicated by the deposit of Plan 590 and being adjacent to Lot 1, Block 220, District Lot 526, shown outlined red on plan sworn to by A.R. Turner, B.C.L.S., on February 14, 1979, a print of which is hereunto annexed be closed, stopped up and title taken thereto; and

BE IT FURTHER RESOLVED THAT the road so closed be consolidated with the adjacent lands.

- CARRIED UNANIMOUSLY

ENQUIRIES AND OTHER MATTERS

Alderman Little -
Aldermen Appearing Before
the Board of Variance

referred to a recent occasion when two Aldermen were present at a Board of Variance meeting, one of whom made a presentation on a topic being considered by the Board.

Regular Council, February 20, 1979 19.

ENQUIRIES AND OTHER MATTERS (Cont'd)

Alderman Little -
Aldermen Appearing Before
the Board of Variance (Cont'd)

Alderman Little questioned the propriety of this. It was the consensus that no member of Council should make representations to this Board on any issue.

Alderman Rankin -
Continuance of Lane
Lighting Program

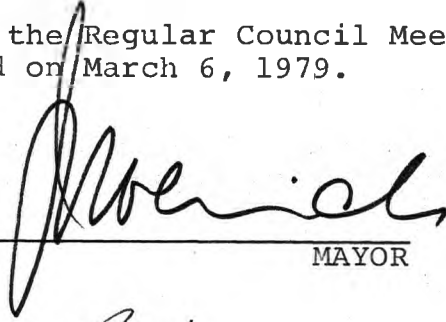
requested that Council receive a report from the City Engineer as to the advisability of continuing with lane lighting by means of local improvement including the rationale for implementing the existing program.

The Mayor so directed.

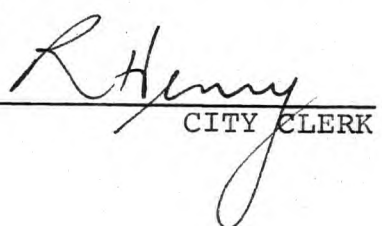
The Council recessed at approximately 6:50 p.m. to reconvene "In Camera" in the Mayor's Office.

* * *

The foregoing are Minutes of the Regular Council Meeting of February 20, 1979, adopted on March 6, 1979.



MAYOR



CITY CLERK

MANAGER'S REPORTDATE February 8, 1979

TO: Vancouver City Council

SUBJECT: Summary Report: Two Related Rezoning Applications at:

- (1) Northeast Corner of 57th Avenue
and Hudson Street
- (2) 1176 and 1220 West 54th Avenue

CLASSIFICATION: RECOMMENDATION

The Director of Planning, under date of February 7th, 1979, has submitted a report on the above subject. In summary he states:

"Applications have been received from Mr. Peter Wardle, Architect, requesting amendments to Zoning and Development By-Law No. 3575 whereby lands at the north-east corner of 57th Avenue and Hudson Street, and 1176 and 1220 West 54th Avenue would be rezoned from RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District for the purpose of:

'developing two strata title single family residential developments consisting of 28 units in total'.

Both sites are located in a large block bounded by West 54th Avenue on the north, West 57th Avenue on the south, Oak Street on the east and Hudson Street on the west. West 55th Avenue extends only partially into the block from Oak Street, dedications having been obtained as the eastern portion of this block has been gradually subdivided into smaller lots. The western two-thirds of the block consists largely of lots over an acre in size. These two rezoning applications deal with five of the lots at the western end of the block.

Following analysis of the two rezoning applications and subdivision/rezoning alternatives for the entire block, the Director of Planning concludes that a subdivision based on standard cul-de-sac requirements is the most suitable direction for this community. The City Engineer believes that the street and servicing requirements for the entire block must be studied prior to consideration of any subdivision plan. The biggest concern expressed by the Hudson Street Homeowners' Association is the small lot sizes proposed by the applicant which result in unacceptable density.

The Director of Planning cannot support this rezoning application, nor can he support the subdivision proposal before him in his capacity as Approving Officer. The Director of Planning as Approving Officer would, however, be prepared to give support to a suitable subdivision application, the minimum lot size to be 9,500 square feet with all roads and cul-de-sacs to be dedicated and provided to the satisfaction of the City.

RECOMMENDATION: The Director of Planning recommends the following:

- (A) That this application be refused.
- (B) That the Approving Officer give favourable consideration to future subdivision plans with lot sizes of a minimum of 9,500 square feet, roads, cul-de-sacs and the provision of utility services required to serve this block to be to the satisfaction of the City Engineer.

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 275 & 276

CITY PLANNING
DEPARTMENT

DATE February 7, 1979

TO: City Manager (for Council)

SUBJECT: Two related Rezoning Applications at: (1) Northeast Corner of 57th Avenue and Hudson Street
(2) 1176 and 1220 West 54th Avenue

CLASSIFICATION: RECOMMENDATION

The Director of Planning reports as follows:

"Applications have been received from Mr. Peter Wardle, Architect, requesting amendments to Zoning and Development By-law No. 3575 whereby lands at the northeast corner of 57th Avenue and Hudson Street, and 1176 and 1220 West 54th Avenue would be rezoned from RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District for the purpose of:

'developing two strata title single family residential developments consisting of 28 units in total'.

¹ Lots A, B, and C, Lot 7 and ² Lot B of 1 and Lot A of 2, Block 17A, D.L. 526, Group 1 N.W.D., Plan 7762.

Site Description

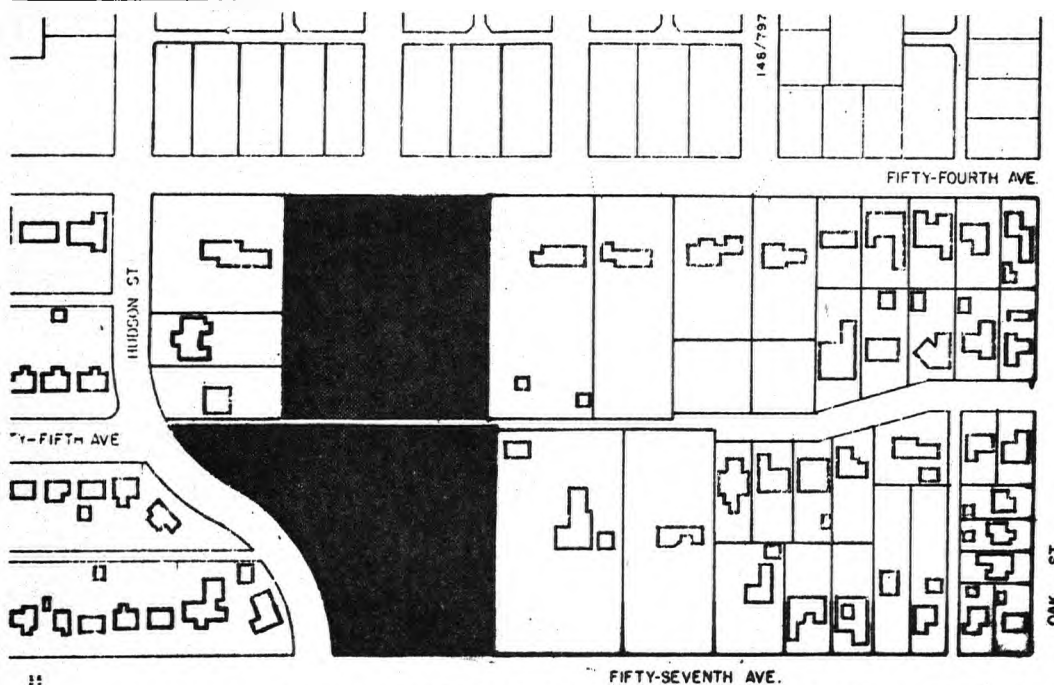


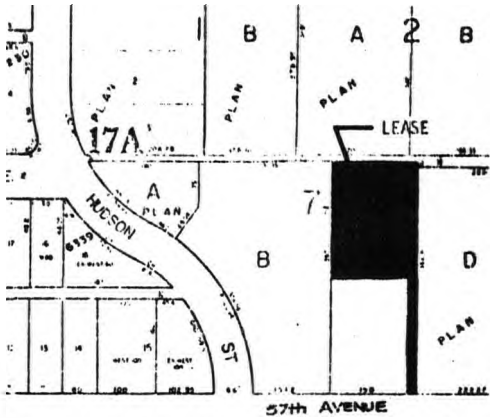
Diagram 1

Both sites are located in a large block bounded by West 54th Avenue on the north, West 57th Avenue on the south, Oak Street on the east and Hudson Street on the west. West 55th Avenue extends only partially into the block from Oak Street, dedications having been obtained as the eastern portion of this block has been gradually subdivided into smaller lots. The western two-thirds of the block consists largely of lots over an acre in size. These two rezoning applications deal with five of the lots at the western end of the block. Three of the lots are located at the northeast corner of 57th and Hudson with an area of 151,838 square feet (3.49 acres). The site at 1176 and 1220 West 54th Avenue is immediately to the north, separated from Hudson Street to the west by three lots, with an area of 118,800 square feet or 2.73 acres, for a potential total integrated site of 6.22 acres. There is a 10 foot dedication for lane purposes separating the two sites. (See Diagram 1 above, and Appendix A plan).

Diagram 2

- 2 -

The 57th and Hudson site is occupied by two dwellings which at one time belonged to one estate. A demolition permit has been issued for the westerly of the two dwellings and a movie group is now using the site for the production of a feature film. The second dwelling occupies the north half of Lot C and was formerly the coachhouse to the main house. A 60 year lease exists on this portion of the site, in conjunction with a 15 foot easement along the eastern property line of Lot C to West 57th Avenue.



The term of the lease expires in the year 2011. (See Diagram 2). The applicant is attempting to seek an agreement with the present leaseholders to eliminate the 15 foot easement. This would involve providing access and servicing through the proposed development.

The two lots on the south side of 54th Avenue are occupied by two large single family dwellings. The applicant proposed to retain one of these dwellings in its present location and move the other to accommodate the proposed internal road system.

The surrounding lands are zoned RS-1 One-Family Dwelling District and consist of extremely large lots up to 80,000 sq. ft. in size. The lot immediately to the east of the 57th and Hudson site, owned by a Mr. S. Belzberg (Lot D) has been recently renovated and landscaped. An extensive development of the lot immediately to the north of the 57th and Hudson site (Lot 3 of 1), owned by Mr. H. Dye, has also taken place recently.

Background

Considerations regarding these five lots date back to July 1977 when the applicant submitted the following sketch plan to the Planning Department as a subdivision application:

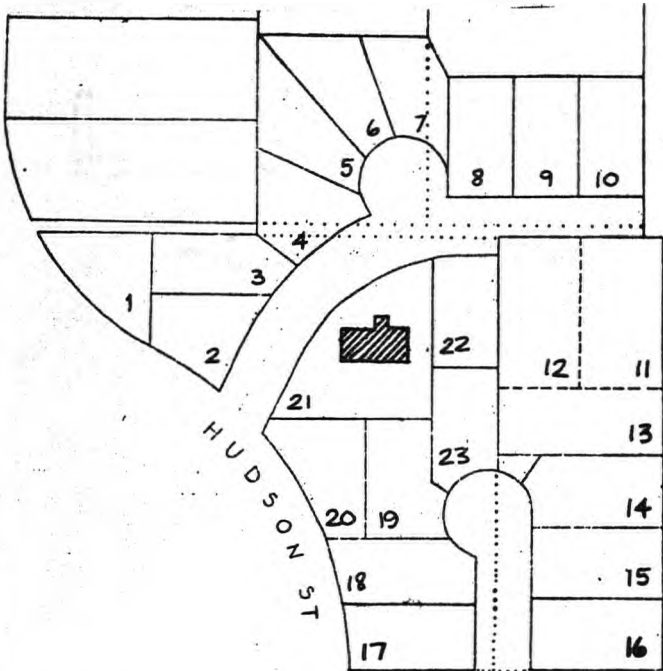


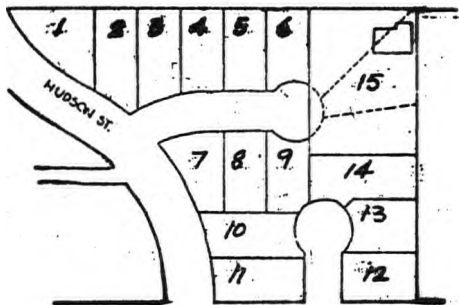
Diagram 3

Lot No.	Area	Lot No.	Area
1.	6303sq. ft.	13.	9000sq. ft.*
2.	6343	14.	8144
3.	6372	15.	7815
4.	6000	16.	7815
5.	6606	17.	6900
6.	6508	18.	7325
7.	6000	19.	7439
8.	6602	20.	7145
9.	6600	21.	14880 (existing house)
10.	6600		
11.	10200*	22.	6020
12.	10200*	23.	6042

*only on termination of lease

This subdivision application was subsequently amended to include only the three lots at the northeast corner of 57th and Hudson Street (Lots A, B and C).

Diagram 4



Lot No.	Area	Lot No.	Area
1.	8627sq. ft.	9.	6132sq. ft.
2.	8649	10.	7672
3.	7440	11.	7525
4.	6664	12.	6993
5.	6600	13.	6563
6.	6078	14.	9188
7.	6077	15.	28,800*
8.	6660		

*subject to subdivision on termination of lease.

- 3 -

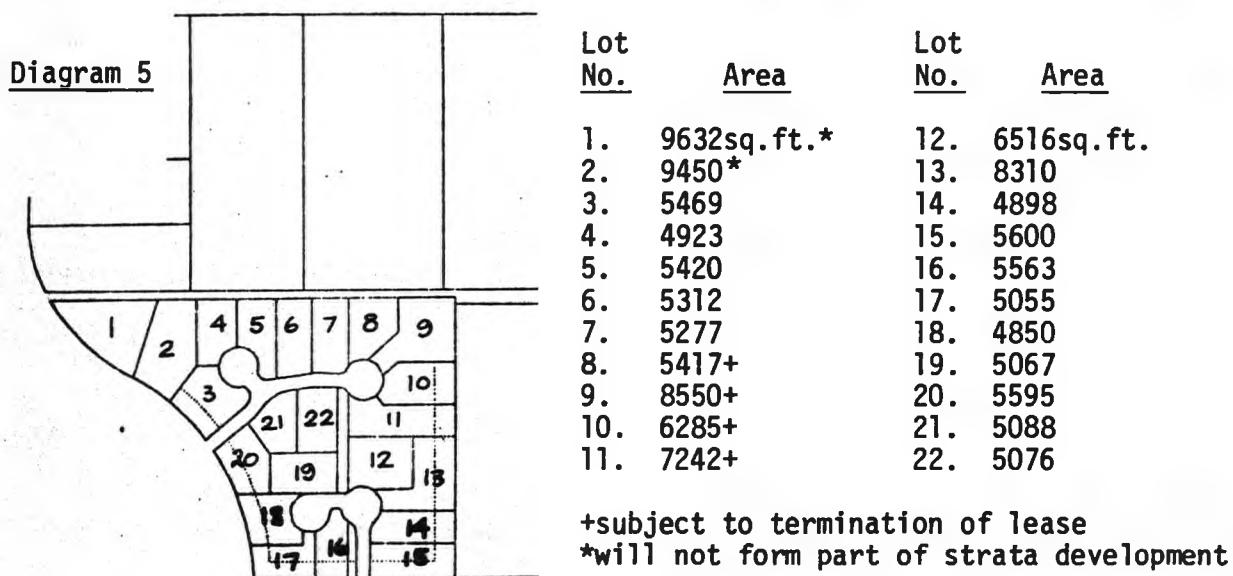
The City Engineering Department stated that the future of the lane south of 54th Avenue east of Hudson Street would have to be determined before any approval could be given to this proposed subdivision. The applicant and the Planning Department then reviewed a number of alternative subdivision plans for the western end of the block. As these proposed subdivision patterns are relevant to the consideration of this rezoning application, they will be discussed in the context of the analysis.

During the consideration of these alternative subdivision proposals, the applicant was also discussing the possibility of developing this site under a rezoning to CD-1 Comprehensive Development District. Early discussions with the Planning Department involved a 31 unit townhouse proposal with tennis courts and an open swimming pool. The Planning Department advised that a townhouse proposal would likely meet with strong opposition from the community and suggested the applicant pursue some form of detached housing.

In February of 1978, the applicant presented a CD-1 Comprehensive Development District proposal comprising 20 single family dwellings to be owned on a strata title basis, with two single-family dwelling lots at the northwest corner of the site. The Planning Department indicated that the principle could be supported, but any approval would be subject to securing support of the neighbouring property owners, and of course, Council approval following a Public Hearing.

Proposed Development

On April 7, 1978, the applicant submitted a rezoning application for the same three lots on the northeast corner of 57th Avenue and Hudson Street. These plans indicate two separate single family dwellings at the northwest corner of the site and 20 strata title single family dwellings based on a zero lot line concept (elimination of at least one yard requirement). (See Diagram 5).

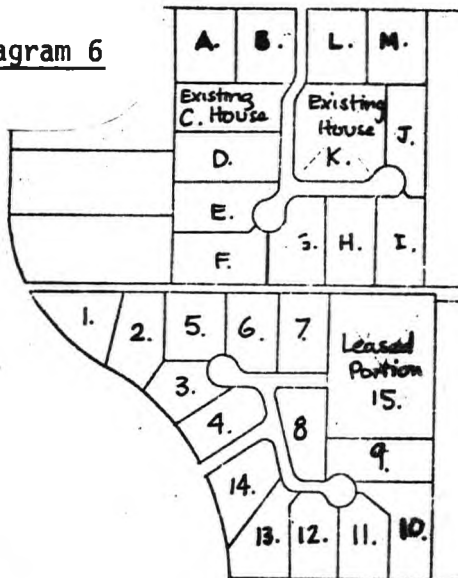


In response to numerous meetings with the neighbours and overwhelming opposition to the proposed 22 unit development, the applicant amended the plan on December 13, 1978, by reducing the number of units to 14. It is important to note, however, that the revised plan excluded the leased portion of Lot C, which was occupied by four strata lots on the original CD-1 application. The revised plan therefore represents a reduction from 18 to 14 units excluding the leased portion of the 57th Avenue and Hudson Street site.

At the same time, the applicant also extended the lands to be considered for rezoning to the two lots on the south side of 54th Avenue with a formal rezoning application submitted on January 9th, 1979. This plan shows a strata development consisting of 13 strata title lots. Two of the lots would consist of the existing dwellings. No drawings have been received with regard to the actual development of these latter proposals (see Diagram 6) and it is accepted that it is desirable to determine the principle to be followed here before detail work needs to be done.

- 4 -

Diagram 6



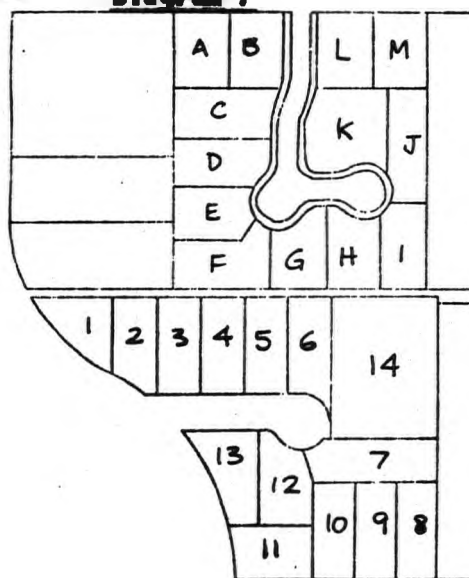
Lot No.	Area
A.	8840sq.ft.
B.	8800
C.	11400
D.	10500
E.	8660
F.	9674
G.	8900
H.	8400
I.	8420
J.	7924
K.	18251
L.	8860
M.	8840
13 - Total	

Lot No.	Area
1.	8000sq.ft.
2.	8146
3.	7878
4.	7255
5.	7460
6.	7633
7.	7700
8.	7785
9.	8692
10.	8580
11.	8000
12.	8050
13.	8010
14.	8015
15.	29250

The applicant has further indicated that he will pursue subdivision of these lands if the rezoning application does not receive Council approval. In support of this intent, the applicant has submitted a subdivision plan for both sites. (See Diagram 7). The major difference between the rezoning proposals and the subdivision plans is that the subdivision would call for the provision of a street width in keeping with the City's standards. The rezoning strata proposal would, if approved as proposed, result in 20 feet wide private streets whereas the Engineering Department would normally request a 52 foot wide dedication under a proposed subdivision.

Diagram 7

Lot No.	Area
1.	8020sq.ft.
2.	8250
3.	8100
4.	8100
5.	8100
6.	8400
7.	10200
8.	8060
9.	8060
10.	8060
11.	8000
12.	8600
13.	9400
14.	29250



Lot No.	Area
A.	8008sq.ft.
B.	8000
C.	10500
D.	9270
E.	8145
F.	9390
G.	7500
H.	7780
I.	8600
J.	8450
K.	13500
L.	8010
M.	8008

CITY ENGINEER

The City Engineer has the following comments with respect to redevelopment in this block.

Consideration should be given to the future subdivision of the remainder of this block prior to any rezoning or subdivision of the subject site.

This is an exceptionally large block, and it may be appropriate to retain and widen the existing lane and possibly open a north-south street through the block to provide adequate utility servicing and traffic access, including emergency and service vehicles. The future of the lane south of 54th Avenue, east of Hudson Street must therefore be resolved before a decision is made to approve the current rezoning application.

If Montgomery Street is produced south to 57th Avenue as may be appropriate in some of the redevelopment alternatives, consideration should be given to allocating the easterly portion of Lot 'C' for subdivision with the abutting lots to the east to give sufficient depth. Decisions such as this regarding the relationship between the possible development schemes and the streets and lanes which serve them must be made first.

Urban Design Panel

At their meeting of Thursday, July 20, 1978, the Urban Design Panel reviewed the initial 22-unit proposal and made the following recommendation:

"That the design of this rezoning application be approved".

Neighbourhood Response

In June of 1978, the Director of Planning sent letters to property owners in the block bounded by West 54th Avenue and West 57th Avenue, Oak and Hudson Streets. It was felt that these owners would be most directly affected by the proposals under consideration and they should be consulted with before extending notification to a wider area. The letter requested that property owners in that area indicate their support or opposition to the proposed rezoning at 57th Avenue and Hudson Street (the extent of the application at that time) and a proposed subdivision at 1105 West 57th Avenue. Responses to the letter and a Public Information Meeting held on July 4th, 1978, called by the Director of Planning, showed heavy opposition to both the rezoning and subdivision applications. The subdivision application for 1105 West 57th Avenue was withdrawn at the July 4th, 1978 meeting.

Subsequent to that meeting, a larger community of neighbours organized the Hudson Street Homeowners' Association. This group held several informal meetings and met with the applicant, Mr. Wardle, on two or three occasions. Two formal meetings were held, one on July 31st, 1978 and a second on January 23rd, 1979. The major concerns expressed at these meetings can be summarized as follows:

1. If either or both these applications are approved, then the whole character of the neighbourhood will be drastically changed since both applications involve housing developments completely out of keeping with the surrounding properties and amenities.
2. There exists a realisation in the community that the large lots in this block are not realistic, but the applicant is simply trying to place too many units in a community where a majority of the lots are greater than 12,000 square feet in area.
3. The proposed CD-1 Comprehensive Development District zoning and strata title development are simply mechanisms to achieve a higher density. There is a real fear of CD-1's created by the Shannon Mews process where the density was increased subsequent to the Public Hearing.

4. The design control offered under CD-1 is not necessary - the price of the land will demand that any development be of a high quality. The existing community has developed with an adequate diversity without such control.
5. The increased density will result in higher traffic volumes and greater parking congestion, and
6. Approval of these proposals will restrict development by other owners in the block who may wish in the future to subdivide in conformity with the lots at the eastern end of the block.

One property owner, Mr. T.A. Simons, has gone as far as to have a planning study undertaken. A copy of the lengthy assessment prepared by Aitken Bozvk. Architects, dated July 20, 1978, is on file in the City Clerk's office. The Hudson Street Homeowner's Association is currently working with an architect to produce subdivision alternatives based on an average lot size of 12,000 square feet.

Reference has been made to the significant opposition to these applications. The letters and signatures on petitions received from many property owners have been plotted in the attached Appendix B.

Analysis

It is recognised by property owners in this area, and the Director of Planning, that it is unreasonable to expect the large lots which dominate this block to remain in their present state. As taxes and maintenance costs increase, such large parcels become less tenable. They do unquestionably provide an attractive environment as they are often generously landscaped and generate little traffic or activity. The pressure to redevelop large lots is not restricted only to this area as is evidenced by the concern of groups such as the Shaughnessy Heights Property Owners' Association.

The question here is one regarding the extent of redevelopment which should be allowed and the form of the new development. The eastern one-third of the block has already been subdivided into lots with an average area between 12,000 and 15,000 square feet.

The City Engineer is concerned about the large size of this block and has stressed the need to prepare a subdivision or development plan for the entire block before approving any single rezoning or subdivision application. The remaining property owners, of equally large lots, are concerned about the impact of so many dwelling units being introduced at one time and the possible limitation approval of these applications may have on their own ability to subdivide and redevelop their own properties. At the same time, several owners have invested considerable monies into upgrading their properties and have no intention to redevelop in the near future.

With these factors to consider, the Director of Planning believes it is important to find subdivision or rezoning solutions which would not harm the established amenity nor limit the possible alternatives for future development in the remainder of the block.

Some Suggested Alternatives

Alternative 1 - Extension of West 55th Avenue from Oak Street to Hudson Street

This would appear to be the most obvious approach to providing adequate street frontage, leading to a standard subdivision of the entire block. However, the Engineering Department advises that West 55th Avenue was never intended to be a through street and this is evidenced by the minimum width of dedications requested for the right-of-way (52 feet). As well, both residents who live on the unopened West 55th Avenue and north of 57th Avenue would prefer that it remain unopened, and limit the amount of traffic flowing in and around the community. (See Diagrams 8 and 9).

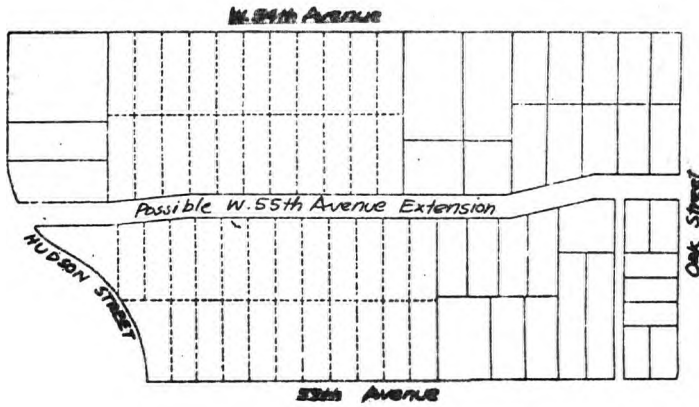


Diagram 8

60 foot wide lots

Average depth - 185 feet

Site Area: 11,000 square feet

(for schematic purposes only)

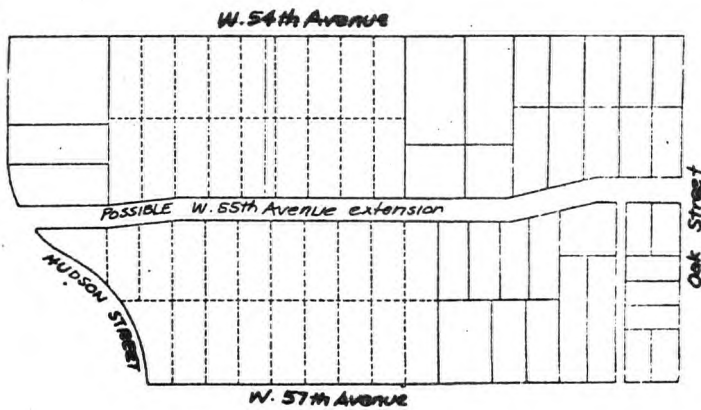


Diagram 9

70 foot wide lots

Average depth - 185 feet

Site Area: 13,875 square feet

(for schematic purposes only)

Alternative 2 - Extension of Montgomery Street from West 54th to West 57th Avenue

This option would see the extension of a 66 foot wide street to connect Montgomery Street north of West 54th Avenue south to West 57th Avenue and is highly favoured by the Engineering Department. (See Diagram 10). This alternative would require substantial dedications or City purchase/acquisition from two properties which lie in the path of any such extension. As a further alternative, West 55th Avenue could be diverted south to West 57th Avenue in the middle section of this block, with properties to the north being redeveloped on a cul-de-sac arrangement. (See Diagram 11). The remaining lands and the various subdivision possibilities do not in either instance result in an improved use of the land. In fact, the lots which might be created from such a street extension south to West 57th Avenue are relatively small.

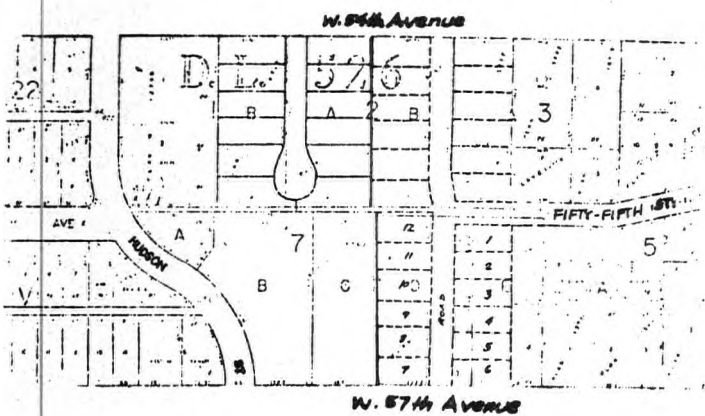


Diagram 10

(for schematic purposes only)

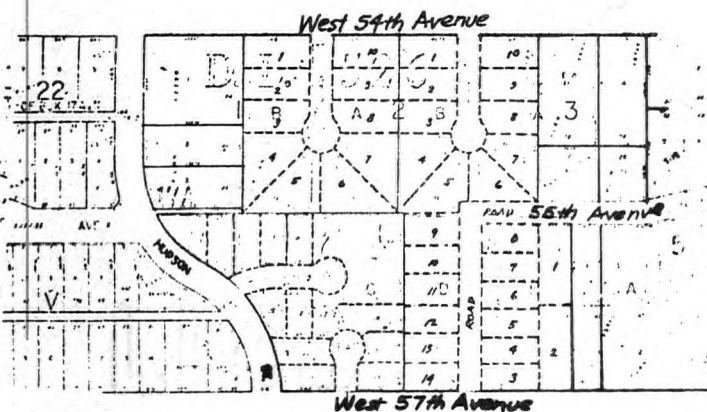


Diagram 11

(for schematic purposes only)

Alternative 3 - Cul-de-sac West 55th Avenue from Oak Street and from Hudson Street

This alternative may be acceptable to residents who do not wish to see West 55th Avenue become a through street and those property owners who would have to dedicate large portions of their properties for the purpose of extending Montgomery Street. This alternative is less desirable as it does not represent a solution for the entire block. Two of the large lots, one fronting onto West 54th Avenue and the other immediately to the south fronting onto West 57th Avenue remain isolated. (See Diagram 12).

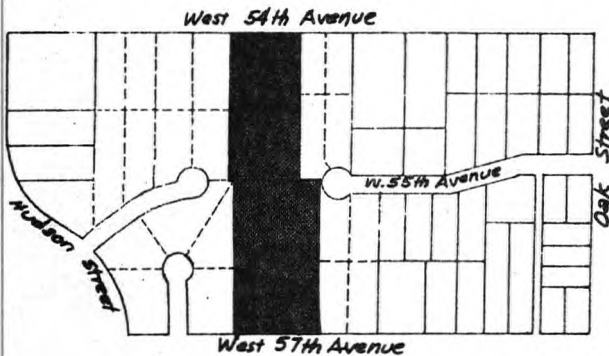


Diagram 12

(for schematic purposes only)

Alternative 4 - Collective Subdivision or Rezoning Plans

The Planning Department believes that the collective development of two or three large lots is a valid approach and can easily be applied to the remainder of the block. This alternative would allow each owner to develop more or less independently of the other without limiting the possibilities of those remaining. (See Diagram 13).

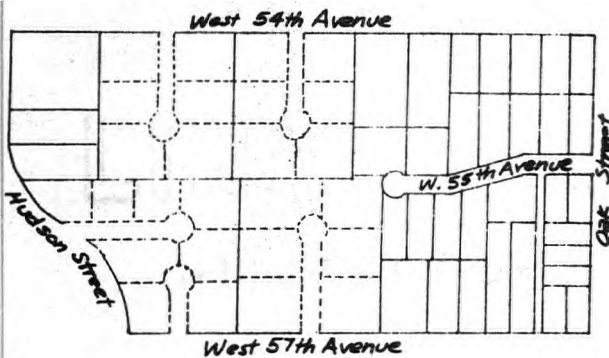


Diagram 13

(for schematic purposes only)

Review of Alternatives

The Director of Planning notes that alternatives 2, 3 and 4 would permit rezoning applications similar to the current ones to take place without limiting the potential development of remaining lands in the block. There is little support or possibility for extending West 55th Avenue through to Hudson Street. The Planning Department believes that extending Montgomery Street places an extreme hardship on the two property owners who would be required to dedicate the road right-of-way if they should wish to redevelop their properties. The alternative is for the City to expropriate - a costly and unlikely alternative. Given the limitations of cul-de-sac configurations arising from the easterly and westerly extension of West 55th Avenue, the Director of Planning recommends that comprehensive development or subdivision plans in line with Alternative 4 would be the most appropriate manner in which to proceed. The City Engineer advises that he cannot support alternative 4, without further study of the utility and traffic access requirements.

Rezoning and Strata Title versus Subdivision

The Director of Planning supports the principle of CD-1 Comprehensive Development District zoning as a measure to offer assurances to the surrounding community of the exact form of the proposed development. CD-1 rezoning would also permit flexibility of unit placement which would not be possible under the RS-1 One-Family Dwelling District. Finally, the Director of Planning, under a CD-1 would be able to ensure compatibility of unit orientation which could be critical in this situation and again could not be controlled as effectively under the RS-1 zone.

The residents in the area believe that the land area per unit and location of the site will result in a substantial land cost. This alone will tend to dictate a high quality development. The benefits of zero lot line development in conjunction with large lots is questionable as zero lot lines are more commonly associated with small lots and a need to provide a more efficient use of a small site area. If the residents believe that a satisfactory quality of development can take place under the existing RS-1 zoning, then they may conclude that there is no advantage to a CD-1 Comprehensive Development District rezoning.

Siting of buildings may as well be the only advantage offered through the strata title ownership proposed by the applicant. However, strata corporations may adopt by-laws regulating the operation and maintenance of the strata development, including restrictions on the alterations to the exterior of the units, (which could effectively control future redevelopment as well).

The Director of Planning notes that most strata developments involve common property such as recreation space and facilities and meeting rooms or storage and laundry facilities. Strata developments are much more common in apartment developments where there are hallways, underground parking garages, landscaped areas and swimming pools to be operated and maintained. Again, the Director of Planning must question the need for a strata system of ownership - the only common properties proposed in this situation being the roads. In a time where there is a definite trend away from unneeded regulation and a definite choice, it would seem appropriate to choose the alternative which is less restrictive - that being a standard subdivision to be controlled by the existing RS-1 One-Family Dwelling District regulations, but at a density in keeping with the prevailing standards of the neighbourhood.

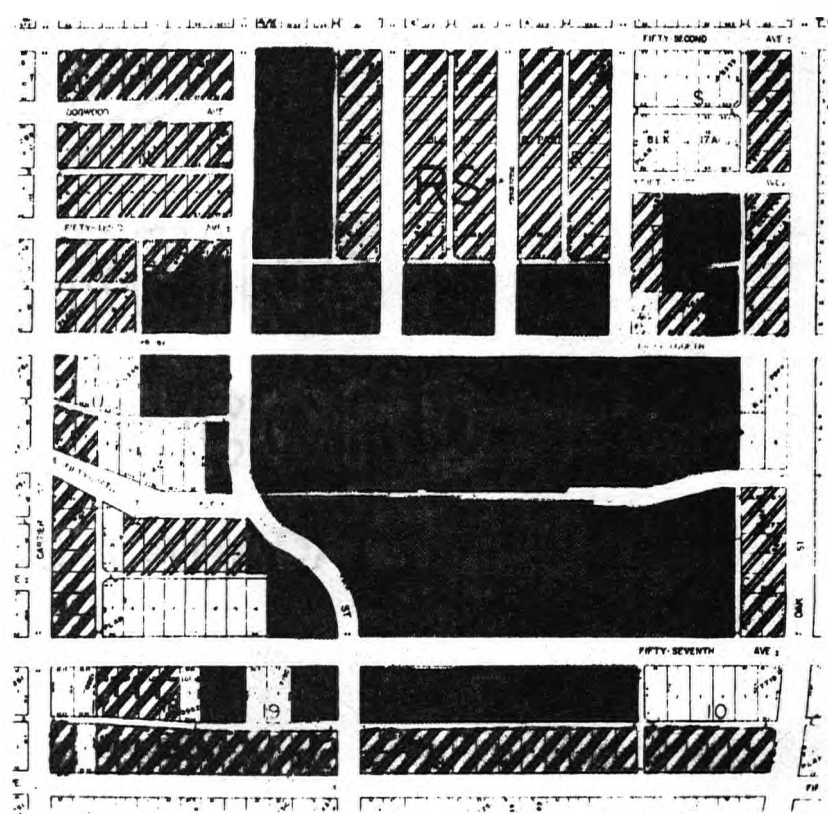
The residents believe the applicant is employing the CD-1 and strata title mechanisms to provide private roads substantially below City standards, which in turn allows for a greater portion of the site to be used for residential purposes resulting in a greater number of units. The Director of Planning is sympathetic with strata title forms where private roads could be provided to adequate but lesser dimensions than a public street, provided sufficient off-street parking is provided for both residents and visitors.

Recommended Lot Sizes

The Director of Planning therefore can only conclude that a subdivision based on standard cul-de-sac requirements is the most suitable direction for this community. The biggest concern expressed by the Hudson Street Homeowner's Association is the small lot sizes which result in unacceptable density. In considering subdivision applications throughout the City in his capacity as Approving Officer, the Director of Planning normally addresses the established subdivision pattern in the immediate area. An assessment of lot sizes in this area shows two basic categories. Those lots immediately adjacent to the site are 12,000 square feet and greater (up to 80,000 square feet). An outer ring of properties in the area bounded by 52nd and 58th Avenues, Oak and Cartier Streets have an average site size of 7500 to 9000 square feet as shown in the following diagram:

Diagram 14

- Lot size greater than 12,000 square feet
- Lot size between 12,000 and 9,000 square feet
- Lot size less than 9,000 square feet



The community is strongly opposed to any change in their neighbourhood by an infusion of a large number of small lots at one time. Their position is that no lot should be created which is less than 12,000 square feet in area. The Director of Planning, however, believes that this would not result in the most reasonable and economical use of the land or ensure the most attractive development, but agrees that many of the lot sizes being proposed by the applicant would have a detrimental impact on the existing community.

In considering appropriate lot sizes it must be noted that the Subdivision By-law prescribes a minimum frontage of 40 feet per lot and a minimum of 4,800 square feet site area for RS-1 zoned lands. These may be reduced to 30 foot frontage and 3,000 square feet site area in those instances where such smaller lots are consistent with the established subdivision pattern in the immediate community. Clearly either the initial or reduced minima are inappropriate in dealing with the large RS-1 lots in this particular community. The most restrictive residential subdivision criteria pertain to lands zoned RS-4 (Old Shaughnessy). New lots created through subdivision in this zone must provide a minimum frontage of 85 feet and a minimum site area of 9,500 square feet, noting that these may also be reduced to 75 feet and 8,500 square feet. While the reduced minima would be difficult to support given the established subdivision pattern in the immediate vicinity, it must be recognized that an 8,500 square foot lot is a big property. It would be extremely difficult as Approving Officer to refuse a satisfactory subdivision proposal in this RS-1 area which would create lots with a minimum area equivalent to the 9,500 square feet prescribed for RS-4 areas.

Conclusion

The applicant has failed to prove that the CD-1 and strata development offers superior benefits to the community over a subdivision of the lands based on a cul-de-sac configuration. The Director of Planning cannot support this rezoning application, nor can he support the subdivision proposal before him in his capacity as Approving Officer. The Director of Planning as Approving Officer would, however, be prepared to give support to a suitable subdivision application, the minimum lot size to be 9,500 square feet with all roads and cul-de-sacs to be dedicated and provided to the satisfaction of the City.

While the City Engineer agrees with the minimum lot size recommended by the Director of Planning, the City Engineer cannot support the recommended subdivision pattern for the bulk of this block as presented in Alternative 4 of this report. The City Engineer believes it important that the relationship between the streets and lanes required to serve this block and possible development schemes within it be concluded to the satisfaction of the City Engineer prior to consideration of any future subdivision plan.

RECOMMENDATION: The Director of Planning recommends the following:

- (A) That this application be refused.
- (B) That the Approving Officer give favourable consideration to future subdivision plans with lot sizes of a minimum of 9,500 square feet, roads, cul-de-sacs and the provision of utility services required to serve this block to be to the satisfaction of the City Engineer.

FOR COUNCIL ACTION SEE PAGE(S) 275 & 276

MANAGER'S REPORTDATE February 16, 1979

TO: VANCOUVER CITY COUNCIL
SUBJECT: Burrard and Melville Park Site Development
CLASSIFICATION: RECOMMENDATION

The Director of Planning reports as follows:

"PURPOSE

The purpose of this report is to inform City Council of the status of proposals related to this (BowMac) park site, and, to recommend a course of action.

BACKGROUND

On December 12, 1978, Council considered a report from the Superintendent of Parks and the Supervisor of Properties on the demolition of 615 and 635 Burrard Street and the commencement of park construction. The report noted that temporary park design with cost estimates would be presented to Council in January.

The December 12, 1978 report also noted that the City Engineer would report on the closure of the north side of Melville Street for inclusion in the park site in January. The City Engineer has completed his investigations. His recommendations for incorporating the sidewalk and boulevard areas (on the north side of Melville Street) into the landscaped area have been generally agreed to by all parties.

The immediate environment of this park will be directly affected by the construction of this proposed fourth tower for the Bentall centre. The plaza area associated with that development will be visually and functionally related to the proposed City park.

A review of this interim park design prepared by the Parks Board suggests that alternative designs could be as effective but at a considerable cost saving. City Council is being requested to provide additional funds (\$40,000 was provided in December 78 for initial demolition and site work etc.). These requested funds are insufficient to complete the development of a good urban park, but exceed minimum requirements for an interim development. It therefore would seem appropriate to have this whole matter referred to the Planning and Development Committee before funding commitments are made.

RECOMMENDATION

The Director of Planning recommends that:

The matter of temporary design, funding and the strategy of implementation of this proposed parksite at Burrard and Melville Streets be referred to the Standing Committee on Planning and Development for detailed consideration and coordination."

Since detailed consideration of design issues is involved, the City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 270 & 271

MANAGER'S REPORTDATE January 8, 1979

TO: VANCOUVER CITY COUNCIL

SUBJECT: Proposal for Closure of a Portion of Melville Street West of Burrard Street

CLASSIFICATION: RECOMMENDATION

The City Engineer reports as follows:

"On December 12, 1978, Council considered a report from the Supervisor of Properties and Superintendent of Parks on demolition of buildings at 615 Burrard Street and 635 Burrard Street prior to commencement of park development. The report noted that proposals for closure of a portion of Melville Street to expand the park site would be reported on in January by the City Engineer. This report deals with the matter of closure of a portion of Melville Street and some possible alternatives.

Whereas closure of the north half of Melville Street has previously been considered in conjunction with property negotiations with Bowell McLean Ltd., recent developments in light rapid transit planning together with costs associated with street closure necessitate consideration of alternatives which would reserve important future options and involve no cost. The following alternatives to closure of the north half of Melville Street (33 feet) and narrowing of the roadway should be considered:

1. Retain the existing street allowance but utilize the existing 21 foot boulevard area as a temporary extension of the park development.
2. Restrict park development to the site acquired for that purpose without closure of street allowance or use of street allowance for extension of park development.

The implications of the foregoing alternatives and the factors affecting each are discussed below:

Physical Considerations

At present, the north curb of Melville Street is located 21 feet south of the north property line (see attached sketch), therefore, the north side of Melville Street is served by a 21 foot wide sidewalk area. Closure of the entire north half of Melville Street as previously proposed would entail re-location of this curb approximately 12 feet to the south. However, the cost of the curb re-location in conjunction with the street closure would be approximately \$25,000. Retention of the present curb alignment would avoid this expenditure.

A 12-inch water main providing service to the Royal Centre development is presently installed under the sidewalk on the north side of Melville Street at a 16 foot offset from the property line. Closure of street allowance would require re-location of the water main to an alternate alignment at a cost of approximately \$30,000 or reservation of an easement on the existing alignment for maintenance purposes. Extensive landscaping, street furniture, and structures would have to be restricted from the easement.

Of considerable concern with the closure of the north portion of Melville Street is the restriction of an important utility corridor in this part of the downtown. Continued re-development of the area west of Burrard Street will create pressures on the limited utility space presently available in existing east-west corridors. Availability of the 66-foot Melville Street allowance would provide some flexibility for future utility expansion.

Traffic Function of Melville Street

Melville Street west of Burrard Street acts presently as an access roadway for Royal Centre providing for passenger drop-off, commercial loading, bus access, and firefighting access. As well, it provides an additional 10 to 12 short-term parking spaces for business visitors and shoppers including three spaces reserved for the Mexican Consulate.

Closure of one-half of the existing street allowance would require reduction of the pavement from the existing 34 feet width which provides for two moving traffic lanes and a parking/loading lane to a 22-foot pavement which could only

Continued . . .

accommodate 2 moving lanes or alternatively 1 moving lane (probably eastbound), and a parking/loading lane. The former arrangement would severely restrict loading, passenger access, and bus access, and would require alternate parking arrangements for the Mexican Consulate, while the latter alternative would eliminate access by westbound traffic from Burrard Street.

Of primary concern is the loss of future flexibility for use of Melville Street. Since plans for the park were conceived, this location has been proposed as a possible site of an LRT station to serve the Golden Triangle area. A major factor in the viability of this site for an LRT station is the availability of adequate bus loading facilities in close proximity to the site and the provision of good access and maneuvering space. Examination of other systems has revealed that congestion resulting from inadequate street facilities adjacent to LRT stations can cause undesirable delays and limit the efficiency and performance of the total transportation system. Since the patronage of a public transit system relies heavily on the time of travel and the problems and inconveniences involved in transferring, it is in the best interests of the transit system that uncongested, readily accessible transfer opportunities be available. Closure of the north half of Melville Street would limit this flexibility. Alternate transit arrangements would also result in an unacceptable level of disruption to moving traffic and to access to existing property development. At the very least, any decision on street closure should await the GVRD study on LRT which is expected to provide further information on the probability of station development within the next few months.

Summary

Previously, proposals have been made to close the north half of Melville Street in order to provide an expanded park site for the "BowMac Park" development. However, a number of important factors including cost of street closure, elimination of parking, loading, and passenger drop-off facilities, reduction in access, and most importantly, decreased flexibility for possible future development of LRT facilities are of considerable importance and should be weighed against the benefits of expanding the boundaries of a temporary park development before a decision is reached. One possible alternative which would not require street closure but would provide a significant extension of the park site would be to permit suitable development to occur to the limit of the existing curb. This alternative would provide in excess of 60% as much additional area as would be accomplished by closure of 33 feet of street allowance and could be permitted if access to the existing watermain was retained.

Recommendations

Accordingly, the City Engineer RECOMMENDS that:

- A. The north half of Melville Street from Burrard to Dunsmuir Streets not be closed.
- B. The existing sidewalk area between the north curb and the north property line be treated as an extension to the temporary park development with the sidewalk function to be retained within the street allowance as part of the park development, and access to the 12" watermain to be in accordance with the requirements of the City Engineer.
- C. Costs for development of the existing sidewalk area be provided from park development funds."

The City Manager RECOMMENDS approval of the foregoing recommendations of the City Engineer.

FOR COUNCIL ACTION SEE PAGE(S) 270 & 271

A-1

MANAGER'S REPORT, February 16, 1979 (WORKS: A-1 - 1)

WORKS AND UTILITY MATTERS

RECOMMENDATION

1. Closure of Portion of North Side of
2nd Avenue at Granville Street

The City Engineer reports as follows:

"On October 31, 1978, Council passed By-law 5207 adopting an Area Development Plan for False Creek Area 10B (north of 2nd Avenue, between Fir Street and the Granville Bridge). Item 4 of the section of the By-law dealing with Vehicular Circulation and Parking stated that a 35 foot street shall be provided between Anderson Street and 2nd Avenue.

At the present time 2nd Avenue between Fir and Granville Streets is 66 feet wide. In order to proceed with the redevelopment of Area 10B, a portion of 2nd Avenue must be closed.

I recommend that all that portion of road shown hatched on plan marginally numbered LD 1683 be closed, stopped up and title taken thereto subject to the following conditions.

- A. The road so closed be consolidated with the adjacent lands.
- B. The cost to relocate the existing 12" watermain be charged to the development costs of Area 10B. The estimated cost of this work is \$2 700.

It is further recommended that the necessary plans be signed on behalf of the City of Vancouver and registered in the Land Registry Office."

The City Manager RECOMMENDS that the recommendations of the City Engineer be approved.

FOR COUNCIL ACTION SEE PAGE(S) 271

Manager's Report, February 16, 1979 . . . (BUILDING: A-4 - 1)

BUILDING AND PLANNING MATTERS

RECOMMENDATION

1. Rezoning Application - 6364 Victoria Drive

The Director of Planning reports as follows:

"An application has been received from Mr. Benjamin Taverna requesting an amendment to the Zoning & Development By-law No. 3575 whereby the property at 6364 Victoria Drive (Lot 2, Blocks 1-8, S½ of D.L. 723) would be rezoned from RT-2 Two-Family Dwelling District to C-2 Commercial District for the purpose of:

'Constructing a two storey building with commercial space on the ground floor and two dwelling units on the second floor.'

An identical rezoning application to that now submitted was received on February 6, 1978 and reported to Council on April 18th, 1978. A copy of this report and Council's action when dealing with this matter are attached as Appendix A.

The situation remains unchanged from the time of the previous application. Therefore support cannot be given to this proposed rezoning.

The Director of Planning recommends that the application be not approved."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

2. 7049 Prescott Street - D.P.A. No. 82782

The Director of Planning reports as follows:

"Development Permit Application No. 82782 was filed by Yvonne Collins (owner), to construct a one family dwelling on this site and the construction of a 60'0" x 20'0" stable providing accommodation for the keeping of four (4) horses.

In accordance with Section 10.18.2 of the Zoning and Development By-law, the site would permit a maximum of six (6) horses.

The site is located in an RA-1 (Limited Agricultural District). Section 10.18.2 of the Zoning and Development By-law requires that the keeping or housing of horses is subject to the approval of City Council.

On January 17, 1979, the Director of Planning approved Development Permit Application No. 82782, thereby permitting the construction of the one family dwelling and the stable on this site subject to a condition:

"Prior to the issuance of the Development Permit:

... approval is to be first obtained from City Council for the keeping and the boarding of four (4) horses on this site."

It is recommended that City Council approve the keeping of four (4) horses on the site."

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

3. Grandview-Woodland N.I.P. - Victoria Park Improvements
Phase II - Bocce Courts and Washrooms

The Director of Planning reports as follows:

"On July 12, 1977 Council approved the Grandview-Woodland N.I.P. Concept Plan which includes an allocation of \$460,000 for improvements to all five neighbourhood parks. The Concept Plan identified the provision of bocce courts, washrooms and children's play facilities as intended additions to Victoria Park. The plan also suggested the investigation of further minor improvements which would increase the usability of this currently underdeveloped park.

Implementation of an initial set of improvements was recommended in December 1978 while further discussion was undertaken on two remaining components identified in the Concept Plan: bocce courts and a washroom building or field house. This permitted the community to benefit from the immediate installation of those components on which consensus had been reached. The first plan specifically allocated sufficient and appropriate space for these remaining improvements.

The purpose of this report is to recommend appropriation of N.I.P. funds for further improvements to Victoria Park. The Park Board at its meeting of November 27, 1978 approved the installation of a free standing restroom building on Victoria Park to be designed so that future caretaker quarters could be added. A second stage of detailed planning was therefore undertaken by Park Board and Planning Department staff in conjunction with the N.I.P. Committee and other community members.

The improvements proposed at this time (Appendix I) therefore, call for the development of four formal bocce courts and a washroom building in the space allocated by the plan developed for the first stage of improvements (Appendix II). The washrooms will serve the park as a whole and will be operated by a field house attendant from a neighbouring park.

Bocce is currently the most frequent activity for which this park is used, largely due to its convenient location near Commercial Drive. The four courts proposed would be surrounded by a four foot chain link fence to discourage use for activities which would damage their surface. The formal courts offer proper drainage, a smooth surface and protective wooden walls along their perimeters preventing injury to observers, which are lacking when bocce is played on the grass.

The cost of these improvements has been estimated by the Park Board to be \$16,400 for bocce courts and \$16,500 for washrooms totalling \$32,900 with a 10% contingency fund included.

While this project was identified in the Concept Plan, the expansion of improvements undertaken in the first stage of the park's improvement, requires that funds for this stage of the project be appropriated from the Reserve: Future Proposals Account. This account was set up by the Concept Plan to provide funds for both newly identified projects and those which are expanded during the implementation stage of the program.

The B. C. Ministry of Municipal Affairs and C.M.H.C. have concurred with the appropriation of funds for the improvement of Victoria Park. The Grandview-Woodland N.I.P. Committee recommend approval of this project.

Manager's Report, February 16, 1979 . . . (BUILDING: A-4 - 3)

Clause 3 continued

The Director of Planning therefore recommends:

That Council approve the appropriation of \$32,900 from the Grandview-Woodland N.I.P. Reserve Future Proposals Account #898/9408, for the above described improvements to Victoria Park; costs to be shared as follows:

C.M.H.C. - \$16,450.00

Province of B. C. - \$ 8,225.00

City of Vancouver - \$ 8,225.00."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 272.....

A-6

MANAGER'S REPORT, February 16, 1979 (FIRE: A-6 - 1)

FIRE AND TRAFFIC MATTERSRECOMMENDATION1. Letter from Continental Explosives Ltd.
Regarding Explosives

In a letter addressed to City Council, Continental Explosives Ltd. requested an increase in the limit on the size of load of explosives permitted under the City Fire By-law to be transported by truck in the city.

They express the following points in support of their application:

The company has held permits for many years to transport explosives over specified routes through the city, such permits being for a term of three months, renewable upon application. The purpose of this permit, issued by the Fire Warden's Office after inspection, is to control the routes and amounts of explosives transported by their delivery fleets. The company reports that in many instances, their vehicles and methods of handling products exceed government regulations and are also subject to constant checks by local Federal Explosives Inspectors.

The company further explains in their letter that the quantities of explosives now permitted on any one vehicle within the city were set at 50 cases of 50 pounds each or 2,500 pounds (net), except on the portion of Highway 401 passing from Vancouver to the Second Narrows Bridge; on this route the limit was set at 200 cases or 10,000 pounds.

In addition to the permit issued by the Fire Warden's Office, the Explosives Branch of Energy, Mines and Resources issues yearly explosive transport permits. The quantities of explosives allowed under this permit were also limited to those same amounts permitted under the Fire By-law. However, with the metrication of all measurements in Canada, the limits on the explosives transport permit were increased slightly to 50 cases weighing 25 kilograms (55 pounds), for a total of 2,750 pounds, and 200 cases weighing 25 kilograms, for a total of 11,000 pounds. As the company's pricing structures are based on 200 case loads, this adjustment was made by the federal government to enable them and other explosives delivery firms to continue using the 200 case loads.

The company requests that this same allowance be made in the City Fire By-law to accommodate the new metric sizes.

In response to this letter from Continental Explosives Ltd, which has been circulated to members of City Council, the Fire Chief reports as follows:

"Section 177(2) of Fire By-law #2193 deals with the subject matter. This section reads as quoted below:

"(2) Except as hereunder set forth, it shall be unlawful to bring or transport within the limits of the city more than 2,500 pounds of explosives at any one time; provided always that the limit shall be increased to 10,000 per single trip on that certain route leading from the Second Narrows Bridge to the easterly boundary of the City and marked as 'Trans-Canada Highway - Cassiar Street - Trans-Canada Highway' on the official street name map of the City of Vancouver."

To comply with this request, the by-law would have to be amended to raise the limit of 2,500 pounds to 1,250 kilograms (2,750 pounds) to be transported within the City and the exception regarding transportation on the Trans-Canada Highway to be raised from 10,000 pounds to 5,000 kilograms (11,000 pounds).

Continued

MANAGER'S REPORT, February 16, 1979 (FIRE: A-6 - 2)

Clause No. 1 Continued

"If Council wishes to continue to allow the transportation of explosives through the City under permit, this request is consistent with the conversion to the metric system.

The Fire Chief recommends that since the magnitude of the risk would be approximately the same, the Fire By-law should be amended to reflect this change. "

The City Manager RECOMMENDS approval of the recommendation of the Fire Chief.

FOR COUNCIL ACTION SEE PAGE(S) 272

A-7

MANAGER'S REPORT, FEBRUARY 16, 1979 (FINANCE: A7-1)

FINANCE MATTERSRECOMMENDATION:1. Council Members' Travel Expense & Mayor's Fund - Policies and Regulations

The Director of Finance reports as follows.

"The travel authorities and expense regulations pertaining to the Mayor and Council members are contained in a number of Council Resolutions and interpretations of Personnel Regulations which have been accumulated over a span of about 20 years. The Personnel Regulations really pertain to staff but have been applied to Council Members' expense accounts as well. The purpose of this report is to update and consolidate the required authorities and regulations for the Mayor and Council into one resolution and separately from the regulations pertaining to City staff.

The following sections of the report constitute the proposed policies and regulations pertaining to travel authorities and expenses of elected officers of the City.

Section 1 Authorities for Travel and ExpensesA. General City Business

i) Greater Vancouver Area

General out-of-pocket expenses and travel within the Greater Vancouver Area is at the discretion of the elected officers. The Greater Vancouver Area is defined as:

Burnaby, Coquitlam, Fraser Mills, New Westminster, Port Coquitlam, Port Moody, University Endowment Lands, Vancouver, Ioco-Bedwell Bay, North Vancouver City, North Vancouver District, West Vancouver, Delta, Richmond, Surrey, White Rock and Indian Reservations in these municipalities.

ii) Lower Mainland Area and Vancouver Island

Authority for travel and expenses in the Lower Mainland Area and Vancouver Island is at the discretion of the Mayor or Deputy Mayor. The Lower Mainland includes all that area east of Vancouver to and including the Village of Hope, B.C.

iii) Outside of the Lower Mainland Area

Authority for travel and expenses outside of the Lower Mainland Area and Vancouver Island is to be by Resolution of Council.

MANAGER'S REPORT, FEBRUARY 16, 1979 (FINANCE: A7-2)

Clause #1 continued:

B. Attendance at Conference or Convention, Training Seminar, Workshop or other Educational Session.

Authority for travel and expenses for attendance, wherever held, is to be by Resolution of Council.

C. Attendance at Special Functions and in Answer to Official Invitations from other Governments or Organizations.

Authority to attend functions within the Province of B.C. is to be obtained from the Mayor or Deputy Mayor.

Authority to attend functions outside of the Province of B.C. is to be by Resolution of Council.

Authorities granted in these instances will include the authority for the travel and expenses of the spouse of the elected officer but will not include a per diem allowance for the spouse.

D. Authority of the Mayor or Deputy Mayor

The authorities granted to the Mayor or Deputy Mayor in the above sections refer to those expenses chargeable to the General Government Expenditure Account for Travel by Members of Council.

E. Mayor's Fund

The Mayor shall have complete authority over the expenditure of funds available in the Mayor's Fund. All expenses charged to the Mayor's Fund must be related to City business. All travel expenses of the Mayor shall be charged to this account irrespective of the purpose of the travel and at the sole discretion of the Mayor may include:

- i) Travel expenses of the Mayor's spouse when required to act in a host(ess) capacity or when attending special functions;
- ii) Travel expenses of the Mayor's Executive Assistant.
- iii) Air fare expenses at first class rates as deemed necessary by the Mayor.

Section 2 Allowable Expenses

Expenses incurred by elected officials will be reimbursed or paid as allowances as follows:

A. General Out-of-Pocket Expenses and Travel Within Greater Vancouver Area.

The annual indemnities paid to the Mayor and Aldermen pursuant to By-laws 4444 and 4445 and as amended by By-laws 5187 & 8 are designated such that one third of the indemnities is an allowance (non-taxable) for expenses incidental to the discharge of duties as an elected officer of the City. This allowance includes any travel costs incurred within the Greater Vancouver Area as previously defined.

No accounting for the expenditure of the above allowance is required.

Clause #1 continued:B. Travel Costs and Expenses Incurred Outside of the Greater Vancouver Area.

Travel costs and expenses incurred for all authorized travel outside of the Greater Vancouver Area will be reimbursed to the traveller upon submission of a travel expense claim subject to the following regulations:

i) Mode of Travel

A member of Council may choose his means of travel, that being economy air, train, bus or car.

ii) Transportation Allowances

a) Lower Mainland and Vancouver Island:

Travel by car will be paid at the current intermittent auto allowance rate for the mileage travelled. Travel by bus, train, ferry or air-economy class, will be paid at prevailing rates for the actual expenses incurred.

b) Travel Outside of the Lower Mainland and Vancouver Island:

Travel allowance will generally be based and paid on economy class air fare exclusive of ground transportation costs. Train fares, when applicable, may include single compartment space or its equivalent.

c) Ground Transportation Costs:

An additional transportation allowance will be paid for expenses incurred for travel to or from points of departure or arrival on the basis of normal airport bus fares. Taxi expenses for this purpose are covered by per diem (see Item 4).

iii) Accommodation Allowance

Accommodation or lodging expenses will be based and paid on single occupancy rates only, unless double occupancy expense was included in the authority statement.

iv) Expense Allowance (per diem)

Mayor, Council members and the Executive Assistant to the Mayor will be paid a per diem allowance of \$40.00 per day. In cases of departure from the City after 12:00 Noon or arrivals in the City before 12:00 Noon, one-half of the per diem allowance will be paid.

The per diem allowance paid is expected to cover the following normal daily expenditures.

- a) Meals
- b) Gratuities
- c) Taxi fares (except as covered in V)c) below)
- d) Cleaning expenses
- e) Parking expenses
- f) Business telephone calls (not long distance business calls)
- g) Other usual business related expenses

v) Other Expenses

- a) Registration fees for conferences/conventions, seminars, etc. will be reimbursed for single participation only unless double registration authority has been obtained.

Clause #1 continued:

- b) Expenses incurred in a hosting capacity while travelling or at destinations outside of the Greater Vancouver Area may be included in a travel expense claim provided such expenses are provided for in the authority statement, otherwise specific authority of Council must be obtained prior to reimbursement.
- c) Extraordinary expenses incurred for taxi travel or long distance calls must be substantiated and may be claimed in addition to regular per diem allowances.
- d) Per diem rates and expenses incurred outside of Canada will be reimbursed in equivalent Canadian dollars at the current exchange rate with the foreign currency.

vi) Receipts

Receipts should be submitted to support the following types of expenditures:

- a) Fares: Air, bus, train, ferry
- b) Accommodation
- c) Miscellaneous
 - registration fees
 - expenditures incurred in an extraordinary host capacity
 - extraordinary taxi expenses
 - long distance calls
- d) Per diem expenses

Receipts are not required to support those expenditures covered by per diem allowances.
- e) Mayor's Fund expenditures other than travel

Vouchers, properly authorized, are to be submitted for payment through the normal payables system of the City.

Section 3 Travel Expense Advance and ReimbursementA. Advances

Advances for travel expenses require submissions of a request to the City Treasurer for an advance of the estimated costs and quoting the travel authority.

B. Claim for Expenses

Final claims for travel expenses are to be submitted in duplicate with copies of the travel authority and the required receipts attached, within 20 days of the returning date.

Section 4 Per Diem Allowance

The per diem allowance was set at \$35 per day three years ago. In view of the inflationary increase of expenses, it is being recommended that the allowance be raised to \$40 per day.

MANAGER'S REPORT, FEBRUARY 16, 1979 (FINANCE: A7-5)

Clause #1 continued:

It is recommended that:

- A. The policies and regulations as contained in this report for City Council Travel Expenses and the Mayor's Fund be adopted; and
- B. The Outside Boards of the City be advised of the travel regulations contained in this report and that parallel authorities and regulations be adopted for their Board Members."
- C. The per diem travel allowance paid to City elected and appointed officials be raised from \$35 to \$40 effective immediately.

It should be noted that adoption of this report supercedes and rescinds all previous Council resolutions and regulations pertaining to the subjects dealt with in this report in respect of the Mayor, Members of Council, and the Executive Assistant to the Mayor."

The City Manager RECOMMENDS that the foregoing recommendations of the Director of Finance be approved.

2. Metriation Program for 1979

The City Engineer, in his capacity as City Metric Co-ordinator, reports as follows:

"At this time the City Metric Conversion Committee has raised three items for Council's consideration:

- Item I - a policy for promoting use of metric units in City communications,
- Item II - a timetable for use of metric units in City designs, and
- Item III - the metric conversion budget for 1979.

- I. In the Metric Conversion Progress Report (Council meeting of October 3, 1978) I reported on the City Metric Conversion Committee's desire for a policy promoting the use of metric units in City communications. There are many reasons why now would be the appropriate time for City communications to go metric, among them:
 - 1. Authors, secretaries and staff in general within civic departments have received metric training courses;
 - 2. Departments have received budget monies requested for the purchase of the necessary metric tools (scales, conversion tables, tapes, etc.) thus far required to accomplish conversion; and
 - 3. The City is approximately 50% along in its conversion of designs, by-laws, standards and procedures, with mapping and related conversions expected to get underway during 1979.

As reported on October 3, 1978, the Municipality of Burnaby has been submitting all Council reports in metric (with Imperial equivalents following in parentheses when appropriate) since January, 1978. Response to the conversion has been positive, with no problems experienced regarding confusion or misrepresentation. In Vancouver, already many metric terms have appeared in Council reports reflecting the numerous conversions that have occurred. Many more metric terms can be expected as other major conversions continue to occur (e.g. gasoline by litres starting January 1979; retail weighing late 1979).

To continue promoting Vancouver's conversion effort, the City Metric Conversion Committee has proposed a formal policy for use of metric units in appropriate City communications, including Council Reports, publications, advertisements and notices to taxpayers. To allow a reasonable lead time, the policy, following, should take effect April 1, 1979:

MANAGER'S REPORT, FEBRUARY 16, 1979 (FINANCE: A7-6)

Clause #2 continued:

For weights and measures in which the governing entity (by-law, standard, tender, or practice) has been converted to metric units, all references shall be in metric units only; where the governing entity has not yet been converted, all references shall be in metric units, with the Imperial equivalent following in parentheses.

- II. As reported to City Council on October 3, 1978, City Building Inspectors and Metric Co-ordinators from Greater Vancouver communities agreed to a uniform timetable for accepting building and development permit application design drawings in metric as an assist to designers and developers. The resolution adopted at their September 8, 1978 meeting encourages any new construction design to be in metric units, effective immediately, in support of the National Construction Industry 'M-Day' (January 1, 1978). The resolution also calls for the guideline of January 1, 1980 as the date by which all building and development plans should be submitted in metric. This guideline is advisory only, as there is no legal basis for making it mandatory. However, thus far it is being well received by the design community.

The Federal and Provincial Governments have established policies encouraging new construction in metric. For example, the C.M.H.C. has decreed that after May 1, 1979, to be eligible for federal government assistance, housing projects will have to be designed in metric units.

In view of the examples set by senior government and Greater Vancouver municipalities, the City Metric Conversion Committee has proposed that the City of Vancouver promote metric conversion in the construction industry by advancing new civic building projects in metric units only. There are a number of reasons why it is appropriate to implement such a policy:

1. Most design work within the Engineering Department and Board of Parks and Recreation is now being performed in metric.
2. The City should act in a manner consistent with the metric design policies promoted by itself and other levels of government.
3. It is reasonable to expect future savings by using metric materials since new metric sizes have been purposely designed for ease and flexibility, and to eliminate waste.
4. Buildings constructed to Imperial standards will be progressively more expensive to maintain in the future since Imperial components will continue becoming more difficult to obtain.

Accordingly, it is advisable that from now on the design of all new City-sponsored building projects be undertaken in metric units (alterations to existing Imperial-designed buildings excepted).

- III. Metric conversion budget requirements will be submitted by each individual department in its Revenue Budget request for 1979. The cumulative requirement, \$22 120, is down considerably from the 1978 joint request of \$53 300, approved by City Council on March 7, 1978. These sums do not include any funding for the long-awaited mapping conversion project, which will be reported on in depth at a later Council meeting.

The largest conversion cost included in the 1979 figure is \$19 000 for the conversion of fuel product dispensers operated by the Engineering, Fire, and Police Departments, and the Board of Parks and Recreation. Roughly half of the dispensers (conversion cost \$9 500 - Engineering/Police, \$8 000; Parks & Recreation, \$1 500) would be converted together over as short a period as possible. The remainder, the Fire Department's fuel pumps, would be converted gradually over an extended period.

The Finance Department's Computer Services Division has made preparations for the changeover in the appropriate accounting systems. Due to programming peculiarities, it is urgent that the City convert its fuel dispensing (other than Fire Department) as soon as possible. The Equipment Branch of the Engineering Department reports a two-month lag in conversion service from the date of ordering. This lag is expected to grow swiftly as more fuel companies move to convert their dispensers to metric. To minimize the impact of fuel dispensing conversion, early commitment of 1979 Revenue Budget monies totaling \$9 500 for the conversion of pumps and dispensers is required.

MANAGER'S REPORT, FEBRUARY 16, 1979 (FINANCE: A7-7)

Clause #2 continued:

RECOMMENDATIONS

To continue the City's co-operation with the nation-wide program of metric conversion, it is recommended that:

- A. The City adopt, effective April 1, 1979, the following policy for appropriate City communications, including Council Reports, publications, advertisements, and notices to taxpayers:

For weights and measures in which the governing entity (by-law, standard, tender, or practice) has been converted to metric units, all references shall be in metric units only; where the governing entity has not yet been converted, all references shall be in the metric units, with the Imperial equivalent following in parentheses;

- B. Effectively immediately, the design of all new City-sponsored building projects be undertaken in metric units; and
- C. Commitment of \$9 500 for the metric conversion of fuel dispensers be approved in advance of the Revenue Budget."

The City Manager RECOMMENDS that the above recommendations of the City Engineer, in his capacity as City Metric Co-ordinator, be approved.

RECOMMENDATION & CONSIDERATION:

3. Display of British Columbia Heart Foundation Flags

The City Engineer reports as follows:

"A letter has been received from the British Columbia Heart Foundation advising that the month of February has been proclaimed Heart Month in Canada and requesting permission to fly Heart Foundation Flags on the City's six flag islands during that month. It is requested also that the cost to install and later remove the flags be borne by the City.

City staff can perform the work at an estimated cost of \$400.00.

I recommend that permission be given to install the flags on the six flag islands during the month of February 1979, and I submit for Council's CONSIDERATION the request from the British Columbia Heart Foundation for a GRANT, estimated at \$400.00, from the City to cover the costs of installing and removing the flags.

The Comptroller of Budgets and Research advises that if this grant is approved it will be allocated from the "Other" grant category."

The City Manager RECOMMENDS approval of the City Engineer's recommendation and submits the grant request for Council's CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 272 & 273

PROPERTY MATTERSINFORMATION1. Gymnasium Facility - 800 Cassiar Street

The Supervisor of Properties reports as follows:

"The gymnasium facility located in the 800 Block Cassiar Street immediately adjacent to the Adanac Co-operative Housing site, has been the subject of previous reports to Council. On April 18, 1978, Council approved an offer from the Minister of Municipal Affairs and Housing to lease the gymnasium at a nominal rental for a community recreational facility to be available for use by the public and public access to the gymnasium be through the Co-op's property. This action was taken only after the Province had declined Council's request that the gymnasium facility be leased by the Province directly to the Adanac Co-operative Society.

Before the lease could be finalized, jurisdiction of the gymnasium facility was transferred to the then newly formed British Columbia Building Corporation. Following a review of the rental situation, the Corporation decided to lease the facility directly to the Adanac Co-operative Society and issued a lease agreement to the Society. The lease is for a period of 5 years commencing September 1, 1978 at a rental of \$1.00 per annum, with provision for an option to renew for an additional five year period.

The Co-operative Society have advised that they have approved and executed the lease agreement and they are proceeding with renovation of the gymnasium."

The City Manager submits the foregoing report of the Supervisor of Properties to Council for INFORMATION.

RECOMMENDATION2. Rent Review - Manitoba Street End, South of Kent Avenue South

The Supervisor of Properties reports as follows:

"This portion of street was leased to Yukon Lumber Company Ltd. (Assigned to West Coast Cellulofibre Industries Ltd.) until April 30, 1974, for access and lumber storage.

The lessees have held over on a year-to-year basis since April 1974 at an annual rent of \$2,386.14 in 1975, increasing to \$3,447.19 in 1978.

The rent has been reviewed and after negotiation, the lessees have agreed as follows, which is acceptable to the City Engineer.

TERM:	Year-to-year as of August 1, 1978
RENT:	\$400 per month including taxes as if levied as of August 1, 1978. (This represents an increase of \$113 per month over the existing rent.)
CANCELLATION:	City to have right to cancel on one month's notice
ARREARS:	City to have right to charge interest on arrears of rent

Clause No. 2 cont'd:

- OTHER CONDITIONS: Similar to those contained in the existing leases
- LEASE AGREEMENT: Satisfactory to Director of Legal Services and the City Engineer

The Supervisor of Properties recommends that the foregoing be approved."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

3. Lots 21 to 24, Block 230, D.L. 526, Plan 590, 1505 West 3rd Avenue

The Supervisor of Properties reports as follows:

Lot 21 to 24, Block 230, D.L. 526, known as 1505 West 3rd Avenue is presently rented to Eric's Bug Stop Ltd. on a month-to-month basis.

The building located on this site consists of a single storey concrete block structure containing office, storage and repair shop space with a total area of 2,403 sq.ft. (223.24 m²)

Eric's Bug Stop Ltd. have now asked to lease this property. Both the Associate Director of Central Area Planning and the Deputy City Engineer have agreed to a 10 year lease with a one year notice of cancellation after the first 3 years if the property is required for municipal purposes.

Agreement has been reached with Eric's Bug Stop Ltd. as follows:

- Use: Auto Repair and Office
- Term: 10 years from February 1, 1979
- Rent: \$978.00 per month inclusive of taxes as if levied
- Rent Review: Every 2½ years and to be market rental value
- Cancellation: City to have right to cancel on 12 months notice at any time after the first 3 years.
- Interest: City to have right to charge interest on arrears of rent.
- Repairs: Lessee to repair to the standard of a prudent owner. City to be responsible for structural repairs.
- Outgoings: All outgoings to be paid by lessee
- By-laws: Lessee to obey all City By-laws

MANAGER'S REPORT, FEBRUARY 16, 1979 (PROPERTIES: A9 - 3)

Clause No. 3 cont'd:

Other Terms and
Conditions:

Agreement to contain conditions as
set out in the policy for "Leases
under City Bridges", and "Buildings
Adjacent to Bridges".

Lease Agreement:

Satisfactory to the City Engineer and
the Director of Legal Services.

The Supervisor of Properties recommends that the foregoing
be approved."

The City Manager RECOMMENDS that the foregoing recommendation of the
Supervisor of Properties be approved.

FOR COUNCIL ACTION SEE PAGE(S) 273

MANAGER'S REPORT

B

DATE January 29, 1979

TO: Vancouver City Council

SUBJECT: AMENDMENTS TO THE CENTRAL WATERFRONT OFFICIAL DEVELOPMENT PLAN

CLASSIFICATION: RECOMMENDATION

The Director of Planning reports as follows:

"PURPOSE

This report documents the consequential amendments (and their effects) to the Central Waterfront Official Development Plan dated February 9, 1978 (amended August 29, 1978), resulting from deleting residential uses from the Central Waterfront O.D.P. By-law.

BACKGROUND

City Council, on October 31, 1978 held a Public Hearing to consider the Director of Planning's application to rezone the land and water area comprising the Central Waterfront area from a predominantly M-2 Industrial area to CWD (Central Waterfront District).

Following the Public Hearing, City Council resolved:

'That the application of the Director of Planning, as amended this day, be approved and that residential uses be deleted from the draft Bylaw and the Director of Planning be instructed to report back on resultant consequential amendments to the Official Development Plan.'

OFFICIAL DEVELOPMENT PLAN AMENDMENTS

The Official Development Plan By-law has been amended to delete residential as a permitted use as instructed by Council (Appendix A).

The attached Official Development Plan dated February 9, 1978 (amended August 29, 1978) has been further amended (31 October, 1978) by deleting residential use from the By-law:

- (a) The first category of amendments involves the fairly straightforward deletion of residential use and its related wordings and requirements from the Plan. Such amendments occur in pages 5, 8, 16, 39, 40, 45, 49, and 55.
- (b) The second category of amendments involves major adjustments to the Overall Planning Policies (Section 3). Such amendments primarily deal with the elimination of the concept of encouraging residential in the Central Waterfront specifically.

P.19, Sec.3.1 "Uses"

- . Under "Discussion", the concept of encouraging residential uses has been deleted.
- . Under "Policies", the original policies #1 and #2 which relate to residential use have been eliminated.

P.22, Sec.3.2 "Population"

- . Under "Discussion", the concept of achieving a balance between residential and working population in the Central Waterfront has been deleted.
- . Under "Policies", due to deletion of residential population, the overall projected population in the Central Waterfront would be significantly reduced from the original 20,000 residents and workers by deletion of the proposed 9,500 residents. Consequential adjustments of the maximum office and commercial development densities in the sub-areas (particularly Sub-area 1) as discussed in the next section (c), has resulted in a final amended working population of 14,000. In addition, the original residential policy #2 has been deleted.

- 2 -

- (c) The third category of amendments involves major adjustment to the Sub-Area Development Guidelines (Section 4). Such amendments primarily deal with the reduction of maximum development density in each sub-area due to the elimination of the residential density component. Such density reduction is most significant in Sub-Area 1 where the original residential population was to be concentrated. The density reduction would diminish towards the eastern sub-area, where a small percentage of residential was projected.

The reduction of maximum development density would generally imply less dense physical development along the Central Waterfront, particularly at the western end where the density reduction is most significant.

In reviewing the amended densities, it was noted that the amended density in sub-area 1 of 0.5 FSR was too low and unrealistic to anticipate viable redevelopment. Further analysis indicated that sub-area 1 and sub-area 2 are roughly of the same size both having approximately 20 acres of land area. With the deletion of residential, the projected character of sub-area 1 and sub-area 2 becomes very similar with strong emphasis on public-oriented commercial and marine-oriented uses. It would therefore be logical to amend the density of sub-area 1 to be equivalent to that of sub-area 2 with a total maximum development density of 1.5 FSR (with office commercial density not exceeding 0.75FSR).

The following table shows the specific density changes:

		Sub-Area 1	Sub-Area 2	Sub-Area 3	Sub-Area 4
ORIGINAL MAXIMUM DEVELOPMENT DENSITY IN F.S.R.	Residential Component	2.5	1.7	0.75	0.5
	Other Urban Use Component	0.5(0.1 max.for office)	1.5(0.75 max.for office)	3.5(3.0 max.for office)	2.75(1.25 max.for office)
	TOTAL	3.0	3.25	4.25	3.25
AMENDED MAXIMUM DEVELOPMENT DENSITY IN F.S.R.	Urban Use Total	1.5(0.75 max.for office)	1.5(0.75 max. for office)	3.5(3.0 max. for office)	2.75(1.25 max. for office)

- (d) The fourth category of amendments includes the Greater Vancouver Regional District's planning objectives for the Central Waterfront. It is one of the goals of the City to support the objectives of the GVRD as referred to in "The Livable Region 1976/86", in particular the concept of living close to work (as stated on p.8 under "Goals").

Specific GVRD objectives for the Central Waterfront are stated on pp.6 and 7 and include: "V. Provide a balance between residents and workers in the area in order to support the regional concept of living close to work.". With the deletion of residential, the Central Waterfront plan would not meet this particular GVRD objective. However, in the Central Area as a whole, residential use is encouraged, particularly in the Downtown, West End, and False Creek. Therefore, it can be argued that within the Central Area, the general intent of the concept of living close to work is still maintained. However, planning staff should prepare to present this case to G.V.R.D. officials.

AMENDMENT IMPLICATIONS

It has been assumed to be the intention of City Council to exclude all forms of residential use from the Central Waterfront. This is reflected in the recommendations. Adoption of the recommendations of this report must be followed by negotiations for approval of the Regional District. Since the position of the GVRD remains that of encouraging residential use, alternatives are set out in Appendix B for the information of Council. These alternatives provide flexibility for future discussions and decisions.

- 3 -

Should City Council at this time wish to consider floating homes as an interim use in the Central Waterfront without including other types of residential use, one method of achieving this is to revise Section 3(c) of the draft Official Development Plan By-law (Appendix A) as follows:

"marine uses" amended to "marine uses, including floating homes".

Such revision would also require inclusion of floating homes within interim use policy #10 on p.21 of the Official Development Plan.

CONCLUSION

The attached amended Central Waterfront Official Development Plan has included the amendment resulting from the deletion of residential from the Central Waterfront Official Development Plan By-law as instructed by City Council. Those amendments have been described and discussed in this report.

RECOMMENDATIONS

The Director of Planning recommends that:

- A. City Council approve the amended Central Waterfront Official Development Plan By-law and the Central Waterfront Official Development Plan dated February 9, 1978 (amended October 31, 1978).
- B. The Director of Planning be instructed to make the necessary preparations (with particular regard to the G.V.R.D.'s residential objective as discussed on p.2 under "d" in this report) in order to complete the City of Vancouver's application to amend the Official Regional Plan, thereby changing the Central Waterfront area designation from 'industrial' to 'urban'."

The Director of Planning has raised the question of floating homes and other waterfront residential uses. In view of Council's previous position and the comments of the National Harbors Board and Finance and Engineering officials at previous meetings, the City Manager RECOMMENDS:

- 1. Council specifically confirm its decision that there be no residential in the Central Waterfront.
- 2. the foregoing recommendations of the Director of Planning be approved.

* Amendments to conditions established by Council at the October 31, 1978 Public Hearing and enactment of a by-law amending the Zoning and Development By-law may only be considered by present members of Council who attended that Public Hearing. These would be Mayor Volrich, Aldermen Bellamy, Ford, Gerard, Harcourt, Kennedy, Puil, and Rankin.

FOR COUNCIL ACTION SEE PAGE(S) 274

MANAGER'S REPORT

February 15, 1979

TO: Vancouver City Council

SUBJECT: Summary Report Re
Rezoning Application - Southwest Corner of 75th Avenue
and Angus Drive (8699 Angus Drive)

CLASSIFICATION: RECOMMENDATION

The Director of Planning, under date of February 15th, 1979, has submitted a report on the above subject. In summary he states:

"An application has been received from Mr. Brian Rice of C.F. Roberts and Partners, on behalf of Horner Developments Ltd., requesting an amendment to Zoning and Development By-law No. 3575, whereby the property described as 8699 Angus Drive (Lot 3, Blk. 16, Sub. of D.L.'s 308, 5214 and Part of 317, Plan 5726) be rezoned from M-1 Industrial to CD-1 Comprehensive Development for the purpose of:

'constructing a 104 unit townhouse and apartment development'.

Site Description

The irregularly shaped site with an area of 8.02 acres (3.246 hectares) is located at the southwest corner of 75th Avenue and Angus Drive and is zoned M-1 Industrial District. Zoning in the vicinity is generally M-2 Industrial District to the east and RA-1 Limited Agriculture to the north and west. Two significant parcels of land to the east and north-east are City-owned.

Analysis

This site and City-owned lands in the vicinity have been the subject of numerous discussions and rezoning applications. Various comments have been received on the present rezoning application and use of lands generally at the foot of Angus Drive. The Marpole Citizens' Planning Committee have indicated opposition to the rezoning application and expressed a desire to further pursue options for development of a major riverfront park. Support for this position has been received from the Park Board and both federal and provincial politicians representing this area of Vancouver. The Economic Development Officer has indicated opposition to the proposed rezoning noting the limited supply of industrial land within the City, preferring to see a comprehensive scheme for all lands in the vicinity of the site to provide for high quality industrial development. Opposition has also been received from the Director of Air Pollution Control for the G.V.R.D., on the basis of conflict with the industrial uses to the east. The site is also designated as a 'Developing Industrial Area (IND-1)' under the Official Regional Plan.

Conclusion

The Director of Planning has reviewed the various comments and recommendations and feels that a comprehensive scheme of development, including all of the lands at the foot of Angus Drive, with co-operation between the City, private owners and the local community, would result in the most desirable form of development, and should be further pursued before any changes to the zoning in this area are recommended.

Cont'd . . .

- 2 -

RECOMMENDATION: The Director of Planning recommends:

- (A) That this rezoning application be refused;
- (B) That the Director of Planning, in consultation with the Economic Development Officer, the City Engineer and the Marpole Citizens' Planning Committee and property owners, report back to Council on appropriate uses for this site, adjacent City owned lands and other privately owned lands in the vicinity, such possible uses to include high quality industrial development, office, public park, waterfront walkway and other uses."

The City Manager RECOMMENDS that the recommendations of the Director of Planning be approved.

DATE February 14, 1979

TO: City Manager (for Council)

SUBJECT: Rezoning Application - Southwest Corner of 75th Avenue
and Angus Drive (8699 Angus Drive)

CLASSIFICATION: RECOMMENDATION

The Director of Planning reports as follows:

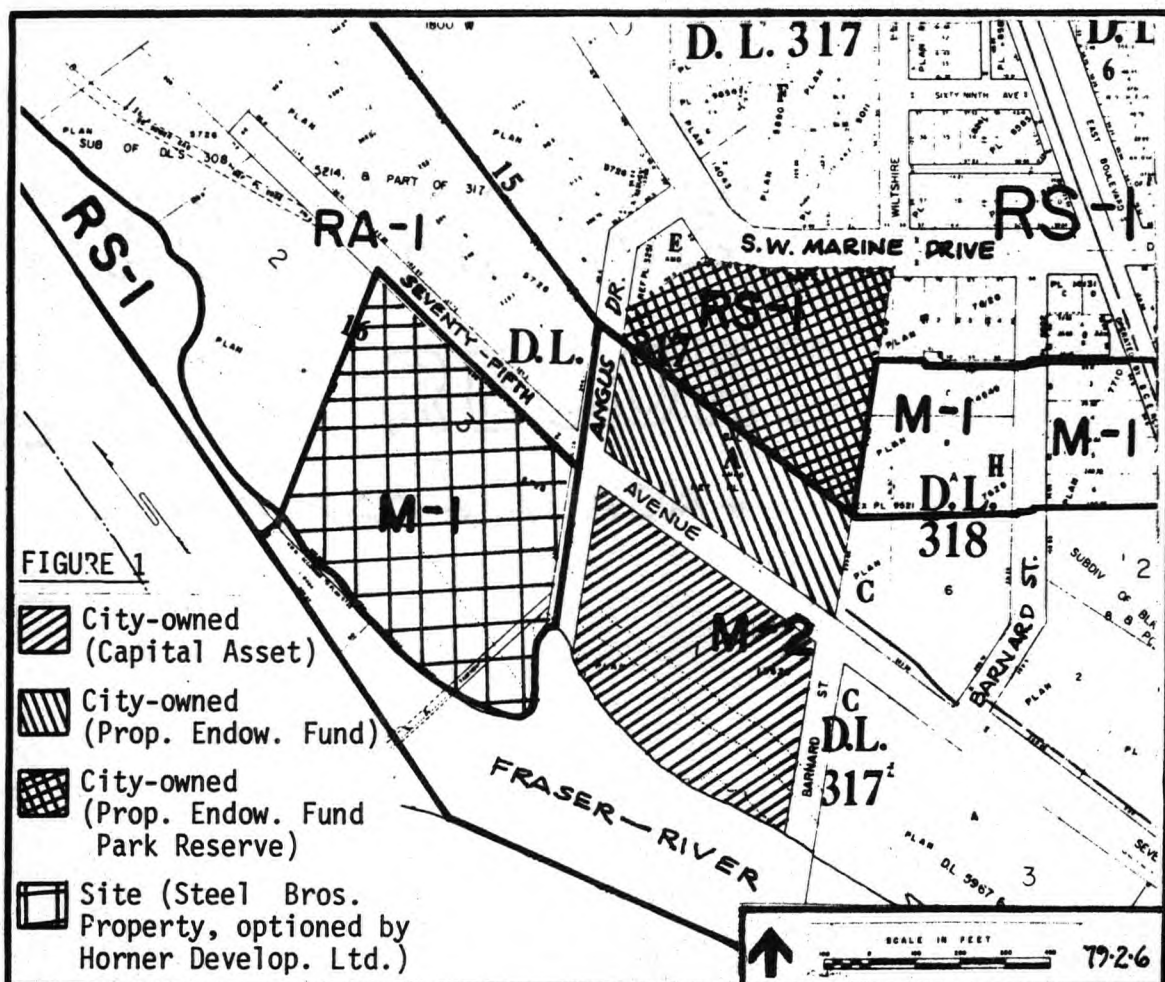
"An application has been received from Mr. Brian Rice of C.F. Roberts and Partners, on behalf of Horner Developments Ltd., requesting an amendment to Zoning and Development By-law No. 3575, whereby the property described as 8699 Angus Drive (Lot 3, Blk. 16, Sub. of D.L.'s 308, 5214 and Part of 317, Plan 5726) be rezoned from M-1 Industrial to CD-1 Comprehensive Development for the purpose of:

'constructing a 104 unit townhouse and apartment development'.

Site Description

The irregularly shaped site is located on the southwest corner of 75th Avenue and Angus Drive and is bounded on the south by the Fraser River. Frontage along West 75th Avenue is 600 feet (182.88m) with a frontage along Angus of 374 feet (113.995m). The total site area is 8.02 acres (3.246 hectares). See the attached Appendix A plan.

The site is vacant and subject to presently undetermined flood hazard as it is within the Fraser River flood plain. Extensive land fill has occurred in recent years in the form of Fraser River dredgings. The site is also designated "Developing Industrial Areas (IND-1)" under the Official Regional Plan. Similar lands to the east across Angus Drive are zoned M-2 Industrial District, are owned by the City (Capital Asset) and are vacant. Lands at the northeast corner of West 75th Avenue and Angus Drive are also City-owned (Property Endowment Fund) and are also vacant. The northerly portion of the latter property, zoned RS-1 One-Family Dwelling District, lies above a low escarpment running parallel to Marine Drive. The southerly portion of this property is zoned M-2 Industrial District. Figure 1 shows the area of the City-owned (Property Endowment Fund) land which is currently reserved for park purposes.



Lot 2, immediately adjacent to the site on the west is zoned RA-1 Limited Agriculture, and has an area of approximately 4.87 acres (1.972 hectares). It is also vacant. The property would appear to be partially designated as a 'Developing Industrial Area (IND-1)' and partially as an 'Acreage-Rural Area (RRL-1)' under the Official Regional Plan. The actual boundary between the two designations is uncertain at this time. The westerly portion of the site also falls within the Agricultural Land Reserve (A.L.R.). To the north of the site across West 75th Avenue, and to the west of Lot 2, the lands are zoned RA-1 and are generally undeveloped. Under the Official Regional Plan they are designated 'Acreage Rural Areas (RRL-1)' and are within the A.L.R. as well. The policy on the use of such lands limits the use to rural and transportation uses. Substantial grading and clearing of the natural vegetation has recently occurred on Lots 7 and 8 which are located on the northwest corner of 75th and Angus. These two lots are owned by Horner Developments Ltd.

Background

Considerations regarding the lands at the foot of Angus Drive date prior to 1955 when Council established Angus Drive as the division between industrial and non-industrial uses, and subsequently rezoned the site from M-2 Industrial District to the existing M-1 possibly as a first step in the implementation of that policy.

Between 1955 and the August 14, 1978 submission date of the current rezoning application, there has been considerable discussion and negotiation regarding the site and the City-owned land to the east. In 1968, Council considered and approved a rezoning application by the Director of Planning for a portion of the City-owned land north of 75th Avenue and east of Angus Drive. The proposed M-1 Industrial zoning (zoned M-2) was intended to provide a buffer between the M-2 Industrial zoning to the east and south and the RS-1 and RA-1 zoning to the north and west. City records do not show why this rezoning was not enacted.

Other considerations have involved provisions for a waterfront park, a continuous river walkway, land exchanges between Horner Developments and the City, and a proposal by Mr. Horner to develop the site in 1971 with housing. This proposal was to have included the City-owned lands to the east, but Horner Developments could not reach agreement with the City on the value of the land. The Director of Planning submitted an application to rezone the City-owned lands to CD-1 for townhouses and apartments in conjunction with the Horner application. There was strong resident opposition to 'row housing' and recommendations from the Town Planning Commission and the Save Our Parkland Association to accommodate a linear waterfront park. Horner Developments' application was refused, and the Director of Planning's application was referred back to the Planning Department for further consideration.

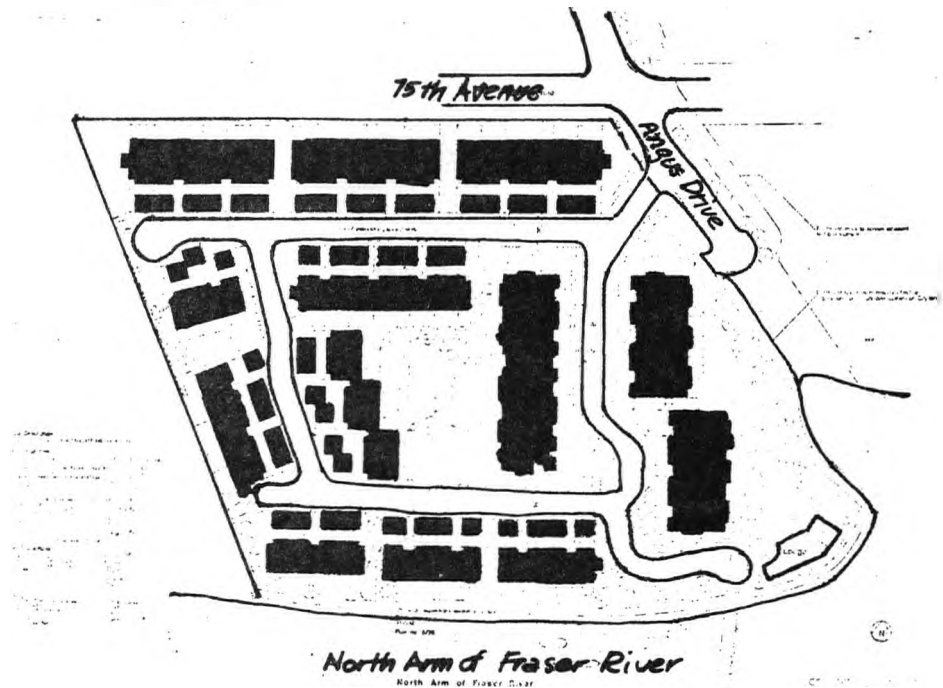
In February 1978, Mr. Horner approached the Planning Department regarding an office/warehouse complex on the site and was advised of Council's policy to discourage offices in industrial areas.

Proposed Development

The applicant submitted a plan with his application, stamped 'Received, City of Vancouver Planning Department, August 14, 1978'. More detailed plans were received on December 6, 1978. These plans indicate 51 town 'homes' and 51 garden apartments. (See Figure 2 below). A letter from the applicant explaining the basis for his proposal is attached as Appendix B.

- 3 -

Figure 2



Calculations

Site Area: 349,351 square feet or 8.02 acres (32 455m² or 3.246 hectares)

The following parameters were proposed by the applicant:

Total Floor Space: 109,187 square feet (10143.804m²)

Floor Space Ratio: 0.55 maximum

Off-Street Parking: 2.5 spaces per unit

1 and 2 storey townhouses: 1,500 - 2,400 sq. ft./unit

2 and 3 storey garden apartment 1,000 - 1,200 sq. ft./unit (3 storey units not to exceed 30% of total)

Lodge facilities and greenhouse also provided plus a 20 foot waterfront dedication for public walkway.

MARPOLE CITIZENS PLANNING COMMITTEE

Shortly after the Planning Department had advised Mr. Horner of Council's policy to discourage offices in industrial areas, in May 1978 Mr. Horner approached the Marpole Citizens' Planning Committee with the suggestion that his architect review all 20 acres of vacant City and Steele Brothers owned land (leased by Horner Developments) to develop a land-use concept possibly involving a land swap with housing on part of the City land and park space on part of the Steele Brothers land. In July Mr. Horner presented the committee with his conclusions, a proposal for 104 townhouses and apartment units, all within the 8 acre Steele Brothers property. After some discussion the Planning Committee agreed not to take a position on the proposal because of several unanswered questions, but to review the application as part of the normal rezoning approval process. The Area Planner advised Mr. Horner that if he wished to pursue his proposal he should make an application to rezone his property.

In June 1978 a special sub-committee had been set up, not only to meet with Mr. Horner and his architect, but to investigate other land use alternatives for the vacant lands at the foot of Angus Drive. The Angus Sub-Committee to date has spent some 2,000 volunteer man hours researching alternatives, meeting with officials, politicians and interested groups, giving guided tours and making presentations. The Sub-Committee has concluded that a major riverfront park at the foot of Angus Drive is of the highest priority and that consideration of rezoning or implementation of other development proposals should be deferred until the idea of a major park has been fully discussed by City Council, Parks Board and residents of the City's south slope.

The Planning Committee endorses the conclusions of the Sub-Committee and at its regular meeting of January 4, 1979 resolved:

"That Marpole Citizens Planning Committee recommend that the application for rezoning of the Steele Bros. property from M-1 to CD-1 for the purposes of a residential development is premature in light of the planning process presently underway whereby consideration is being given to all of the lands at the foot of Angus Drive in the context of the development of policies for all of Marpole.

And further that the Marpole Citizens Planning Committee be given the opportunity to give a proper presentation to City Council outlining their work and thoughts to date as well as conclusions on the future of all the lands at the foot of Angus Drive."

On January 22, 1979 the Planning Committee made a presentation to the Board of Parks and Recreation requesting their support for the creation of a major riverfront park. The Board referred the matter to their Standing Committee which, on January 29, felt the Board's position of September 22, 1975, which was reiterated on April 17, 1978, be maintained:

. . . "That the Board urge City Council to retain the City owned property for potential park space and seek ways to acquire the adjacent Steele Bros. property for waterfront park." . . .

The Planning Committee has also received letters of support from the M.P. and the two M.L.A.s for Vancouver South and from the Fraser River Coalition, an organization of citizens groups. "

Departmental Responses

City Engineer

The City Engineer notes that the applicant is responsible for determining the soil stability foundation conditions and demonstrating that the site will support the proposed development. The applicant has been provided with information regarding flood construction levels and is responsible for any required erosion control. Aspects of development relating to the adequacy and extension of services and necessary street improvement cannot be assessed on the basis of the information supplied to date but are not felt to be serious problems. These concerns would have to be resolved at the Development Permit stage if this rezoning application is approved.

Economic Development Officer

On January 22nd, 1979, the Economic Development Officer of the City of Vancouver forwarded the following comments:

'I am opposed, at this time, to the requested rezoning and to Mr. Horner's project for the following reasons:

- (1) The City's supply of publicly owned and privately owned vacant industrially zoned land is approximately 140 acres. Of that amount, approximately 30 acres is under pressure for rezoning to non-industrial uses.
- (2) Over the past 10 years, the City's developed and undeveloped inventory of industrially zoned land has decreased from 2,700 acres to 2,300 acres. The attrition must stop somewhere.
- (3) A Council policy has existed for some time under which non-ancillary offices are not allowed in industrial areas. I understand that the policy was put in place to reduce the upward price pressure that non-industrial users were placing on industrial land. It would be inconsistent to allow high revenue townhouses, etc. to displace industrial uses in this instance.
- (4) The land was M-1 when it was acquired by the present owner and there are many industrial uses that it can be used for.
- (5) There may be occasional airborne environmental problems relating to the nearby Canfor sawmill. The M-1 zone provides a buffer between the sawmill and the residential district. Approval of the rezoning request would bring the residential uses closer to the sawmill thus aggravating the conflict that exists between the sawmill and residential users.

In my opinion, the rezoning should not be allowed and Mr. Horner should be encouraged to pursue the proposal he discussed with Mr. R. R. Youngberg on February 14th, 1978. This office would certainly support the inclusion of 'non-ancillary' offices since they may be needed to subsidize the industrial space. However, it may be appropriate to restrict the 'non-ancillary' office to 25% or less of the total floor space developed on the site.

I should also point out that I would prefer to see Mr. Horner's property and that owned by the City developed in a coordinated and comprehensive manner. I believe the Marpole citizens' desire for a park and waterfront access can be accommodated thereby. The Angus Drive properties lend themselves very well to an 'industrial research park' or a 'high-technology industry park'. Both of these would find waterfront walkways and a park a definite asset. Mr. Horner is familiar with my ideas on this matter and is aware that I am actively promoting this concept with appropriate government agencies and development companies. I am making some progress with this concept, but am not progressing fast enough to suit Mr. Horner's timetable.

He is concerned that because the tenants would be so specialized, that leasing of the space would be too slow for it to be undertaken as a normal business venture. Therefore, he considers the townhouse and residential apartment his preferred option.

I believe that Mr. Horner's rezoning application should receive a public hearing, but it should not be supported at this time by the City Planning Department or this office.'

Greater Vancouver Regional District

The Director of Planning has previously noted that the site is designated under the Official Regional Plan as a "Developing Industrial Area (IND-1), as is the lot immediately to the west (although it is zoned RA-1) and the industrially zoned lands to the east. The intent of this IND-1 designation is as follows:

"Purpose: THE DEVELOPING INDUSTRIAL AREAS designate lands that, because of:

- established or currently developing industrial use,
- existing or imminent industrial services, and
- strategic proximity to regional transportation facilities,

are best suited for current major industrial development on industrial services.

Use Policy: The DEVELOPING INDUSTRIAL AREAS may be used only for MAJOR INDUSTRIAL uses and for RURAL uses."

excerpt from Draft Consolidation of
the Official Regional Plan Text as
amended in the G.V.R.D. up to June
1, 1973.

It is clear that before this rezoning application could be approved, the Official Regional Plan would have to be amended. The Planning Department has not contacted the G.V.R.D. regarding such a possible amendment.

The Director of Air Pollution Control for the G.V.R.D. addressed the following memo to the Planning Department on October 23, 1978:

'We note that the City has received an application for rezoning of an area south of 75th Avenue in the vicinity of Angus Drive from industrial to comprehensive (development), to allow the construction of townhouses and garden apartments. We bring it to your attention that there are a number of industries operating under Air Pollution Control Permits close to the subject area and to the east, from which direction the wind frequently blows.

The condition under which the permits were issued was that the subject area is industrial. If it is rezoned to allow residential development, our experience from similar situations indicates that there could be air pollution problems and the residents of the rezoned area will seek to restrict the emissions now covered by the Pollution Control Permits. As Director under the Provincial Pollution Control Act for air emissions in this region, I advise that I would not be prepared to restrict the industrial emissions granted under the Act to accommodate residential development in what was an industrial area when the permits were granted.'

Public Response

Two rezoning application signs were posted on the site at the request of the Planning Department on September 28, 1978. Only one letter, supporting the rezoning, has been received from a W.L. and G.G. Nesbitt and is attached as Appendix C. Wilmer L. Nesbitt and Gladys G. Nesbitt are the registered owners of Lots 9 and 10 which are located on the north side of West 75th Avenue immediately to the west of the two lots owned by Horner Developments Ltd.

Conclusion

The Director of Planning has reviewed the various comments and recommendations and feels that a comprehensive scheme of development, including all of the lands at the foot of Angus Drive, with co-operation between the City, private owners and the local community, would result in the most desirable form of development, and should be further pursued before any changes to the zoning in this area are recommended.

It is felt that while the proposed residential development has certain design merit, as well as providing for a public walkway along the Fraser River, the proposal is inappropriate for the following reasons:

- (1) Approval of a residential development in this area could seriously limit the industrial potential of all of those lands zoned for such use, as well as other potential industrial land to the west;
- (2) There is no demonstrated need for a medium-density residential development at this location relative to development opportunities elsewhere in the City;
- (3) The site is well suited to industrial development and has ready access to the Airport as required by many 'high-technology' industrial uses;
- (4) Low-profile, attractive industrial buildings, properly set back and landscaped, could be very compatible with residential development to the north and west; and
- (5) Park and riverfront walkway development could still be secured as part of an overall development package.

While a comprehensive scheme of development, including City-owned lands, could take some time to put together it is not anticipated that the applicant would proceed to develop under the existing M-1 zoning with such a review underway. The form of development presently allowed under the existing M-1 Industrial zoning is felt to be critical in relation not only to future development of the City-owned lands to the east, but also to the RA-1 zoned lands immediately to the north and west, and to the existing residences along the south side of Marine Drive. Should the applicant wish to proceed under the existing zoning he would be encouraged to proceed with high quality industrial uses on his land, but with a form of development which would ensure compatibility with the surrounding area, at the same time providing public access along the Fraser River.

RECOMMENDATION: The Director of Planning recommends:

- (A) That this rezoning application be refused;
- (B) That the Director of Planning, in consultation with the Economic Development Officer, the City Engineer and the Marpole Citizens' Planning Committee and property owners, report back to Council on appropriate uses for this site, adjacent City owned lands and other privately owned lands in the vicinity, such possible uses to include high quality industrial development, office, public park, waterfront walkway and other uses."

FOR COUNCIL ACTION SEE PAGE(S) 217 & 218

D

MANAGER'S REPORTDATE February 15, 1979

TO: VANCOUVER CITY COUNCIL

SUBJECT: 121 West 5th Avenue - Mrs. Edna Spreckley

CLASSIFICATION: RECOMMENDATION

On January 9, 1979, Council approved the recommendation of the City Manager contained in his report of January 5, 1979, which was:

"That the registered owner or her agent of the above property be requested to appear before City Council and show cause why the objects stored on the site at 121 West 5th Avenue should not be declared a nuisance under Section 324A of the Vancouver City Charter."

The Director of Permits and Licenses reports as follows:

"The City Manager advised Mrs. Edna Spreckley, in his letter of January 12, 1979, of Council's January 9, 1979 motion. He offered to help her solve this problem in some other way rather than forcing her to confront Council and the other complainants.

Representatives of both the Manager's office and the Department of Permits and Licenses met with her on two separate occasions and offered her the services of volunteer help to clean up the front and rear yards and to cut up the scrap wood and place them in orderly piles for her use as firewood and to remove whatever she would like. At first she appeared to be co-operative but we were unsuccessful on the third attempt to confirm this arrangement with Mrs. Spreckley.

The January 5, 1979 recommendation to have 121 West 5th Avenue declared as a nuisance, under Section 324A of the Charter, was on the basis that the adjacent property, Gabriel A. Mordo and Sons Ltd., of 125 West 5th Avenue, were not able to obtain insurance 'as a result of the fashion in which the property at 121 West 5th Avenue is kept'. After further investigation we are now advised that 125 West 5th Avenue is insured.

RECOMMENDATION

It is recommended that the show cause action against the registered owner of 121 West 5th Avenue be withheld, and that Mr. Kenneth Cristall, lawyer for the premises at 125 West 5th Avenue, be allowed to appear before City Council as requested by him in his letter of January 16th and 29th, to speak on this matter."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Permits and Licenses be approved. A copy of this report has been provided Mr. Cristall.

FOR COUNCIL ACTION SEE PAGE(S) 274

I

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON PLANNING AND DEVELOPMENT

FEBRUARY 1/FEBRUARY 8, 1979

A meeting of the Standing Committee of Council on Planning and Development was held in the No. 1 Committee Room, Third Floor, City Hall, on Thursday, February 1, 1979 at approximately 12:30 p.m.

PRESENT : Alderman Harcourt, Chairman
Alderman Boyce
Alderman Ford
Alderman Kennedy
Alderman Puil

ALSO
PRESENT : Alderman Bellamy
Alderman Gerard
Alderman Little
Alderman Marzari

CLERK TO THE
COMMITTEE : M. L. Cross

RECOMMENDATION

1. Planning Department Annual Review 1978/79

The Committee considered a report of the City Manager dated January 26, 1979 (copy circulated) forwarding the Planning Department "Annual Review 1978/79" (on file in the City Clerk's Office).

Mr. R. Spaxman, Director of Planning, advised that this was the Planning Department's sixth annual review. He noted there are five primary purposes of this review:

- To evaluate the 1978 work program.
- To describe the major issues which should be considered in 1979 and the general goals and objectives of the Department.
- To propose a work program for 1979 that allocates the resources available to the Department.
- To suggest alternative ways of allocating the resources.
- To report on the work program following debate and approval by City Council.

Mr. Spaxman pointed out that much of the work of the Department can only be carried out successfully with the assistance and co-operation of many City Departments. He acknowledged and thanked those Departments for their assistance and acknowledged the helpful co-operation and guidance of the City Manager.

Mr. Spaxman advised that in 1978 the Planning Department started off the year with approval for a specific work program by City Council. It consisted of a total of some 259 work items. During the course of the year, a further 66 work items were added. Of the new total, 258 were completed by the end of the year, 21 were being worked on and showing good progress, while the remainder had not been started or had only slight attention paid to them.

cont'd....

Report to Council
 Standing Committee of Council
 on Planning and Development
 February 1/February 8, 1979

(I-2)

Clause No. 1 cont'd:

Staff attended 560 public meetings after normal work hours. This is 150 more than the previous year. Two hundred and eighty-two reports (the same number as last year) were submitted to Council and its Committees on a wide variety of topics. There was a relatively small turnover in the 81 permanent staff and 33 temporary staff.

The report contained a chart (P. 64) indicating that the Planning Department Budget for 1979 was \$2,159,209, including the 5% cut suggested by the Finance Committee. Mr. Spaxman circulated a new chart as the one included in the report was inadvertently calculated as the 1978 budget with a 5% cut.

The corrected page indicated the 1979 Planning Department Budget, with the 5% cut would be approximately \$2,128,687.

Mr. Spaxman advised that the work program is set out so the cost of each item is shown. The program can be altered by shifting items of work from those that will be done in 1979 to those where no staff resources or money will be allocated.

Mr. Spaxman noted that there are a very large number of questions to be answered in determining the work program for Planning in 1979. The major items at issue, particularly in the context of Council's wish to reduce City budgets to a minimum, appear to be the following:

- A. Has the Department identified the correct priorities in its proposed work program?
- B. Are the allocations of staff to jobs properly related to the amount of planning work which Council wishes to be carried out on these jobs? (e.g. Convention Centre, Stadium, North Shore False Creek).
- C. Should more emphasis be given to preparing "A Plan" for the City? What form should a plan for the City take?
- D. Is it desirable to prepare a co-ordinated plan for the City Centre?
- E. How much effort should be assigned to improving the Zoning By-law and its related processes? What particular goals should be established to give direction to the Review?
- F. When and how should planning prepare for the effects on the community of the new L.R.T. system?
- G. Is the proposed area planning program adequate to meet the needs of areas of the City that have not yet received this service? How can resources be allocated to Hastings-Sunrise and Shaughnessy, both next on the priority list?
- H. Is the City monitoring its development and the effect of its By-laws adequately?
- I. Is it satisfactory not to develop area policies for certain parts of the Central Area - say Yaletown and Robson Square?
- J. Should heritage preservation be pursued and if so how will the important work of achieving heritage preservation be carried out?

Mr. Spaxman advised that there are many major issues that have not been included in the work program because of uncertainties regarding timing, direction of Council, etc. L.R.T., Convention Centre, Shaughnessy, Hastings-Sunrise, Airport are some which have not been programmed except for occasional advice or attention.

cont'd....

Report to Council
 Standing Committee of Council
 on Planning and Development
 February 1/February 8, 1979

(I-3)

Clause No. 1 cont'd:

Discussion of the work program by Council members followed.
 Some of the points noted were:

- Most members of Council indicated that the question of L.R.T. should be a top priority.

Members of the Planning Department noted that they had already received letters from the Consultant requesting certain information regarding areas around the proposed transit stations. There are no staff resources to devote to this need.

- The Council members were divided in their opinions with respect to the resources that should be allocated to the existing local area planning programs and the ones suggested for 1979.

- Heritage work, such as advising owners of heritage buildings on fire and building codes, etc., was considered to be a top priority.

The resolution suggesting that 50% of the Gastown Planner's time be devoted to heritage matters necessitates a change in the Central Area Division work program.

- There were many items listed in the Central Area work program that were not costed--more information should be provided.
- The Terms of Reference for the V.C.P.C. were redefined and they are undertaking a "goals program" for Vancouver.

Mr. Spaxman noted the V.C.P.C. is charged with the responsibility of finding out what the communities want. If Council and the Provincial Government do not provide funding the V.C.P.C. cannot do this important aspect of communication for the City.

- The Convention Centre is a complicated matter and it should be included in the Central Area Division work program--some members of Council felt the money and staff should be allocated now and not have to be added later in the year.
- Translating the Shaughnessy Goals and Plan into a workable By-law should be a top priority as should area planning work for Hastings Sunrise.
- The question of public use zoning should be considered a priority and consideration should be given to the areas on the west side of the City who are requesting planning assistance.
- Areas other than Area Planning should be looked at if the Planning Department is to cut costs of the Priority A projects to make room for some projects that are Priority B or those that have not been programmed.
- \$40,000 in the Central Area Budget may not be needed for the Downtown Parking Study.
- In the Overall Planning Program there is \$60,000 allocated to "resources" and "aspirations" with respect to the V.C.P.C. goals program. Why is this money necessary if the V.C.P.C. is doing the program.
- Perhaps some of the projects relating to City land studies could be deleted.

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Report to Council
 Standing Committee of Council
 on Planning and Development
 February 1/February 8, 1979

(I-4)

Clause No. 1 cont'd:

- The housing program (\$24,000) should be better defined.
- Does economic development planning (\$22,000) fit in with the work of the Economic Development Officer.

The City Manager agreed to provide information at a later date on how Planning and the Economic Development Officer are relating their activities.

The City Manager noted that the Annual Review is a process the Planning Department goes through that no other Department does. They could react to projects as they happen or hold the line on projects that they already have direction from Council to undertake. The reason for the Annual Review is to advise Council where their staff resources and budget are allocated and to indicate that if specific projects are added to the work program, there will have to be a decision on what projects will not be carried out.

A member of the Committee noted that the members of Council do not have a good knowledge of these projects and it would be unfair to pick and choose which should be Priority A.

Another member indicated that there would be no further cut in the Planning Department Budget. It includes the 5% cut suggested by the Finance and Administration Committee.

The Committee noted that the work programs of the Central Area, Special Projects and Zoning Divisions had not been considered in any detail. It was agreed that the discussion would be continued at the next meeting.

The meeting adjourned at approximately 3:30 p.m.

* * * *

The meeting to continue discussion of the Planning Department Annual Review was reconvened in the No. 2 Committee Room, Third Floor, City Hall, on Thursday, February 8, 1979 at approximately 1:30 p.m., with the following present:

Alderman Harcourt, Chairman
 Alderman Boyce
 Alderman Ford
 Alderman Kennedy
 Alderman Puil

Mr. D. M. Hickley, Associate Director, Central Area Planning, advised that there could be some adjustments to the work program. Item 3, dealing with Central Area Plan Process, could be deleted (\$20,000) and other projects could be combined for further savings. Mr. Spaxman noted that this would not cut the Central Area Budget-- it was being adjusted to allow for 1/2 Planner II for heritage matters.

Mr. A. D. Geach, Assistant Director, Special Services Division, outlined the work that would be done by the Special Services, Graphics and Staff Services groups. Mr. A. Malczewski outlined the work of the Urban Design group.

cont'd....

Report to Council
 Standing Committee of Council
 on Planning and Development
 February 1/February 8, 1979

(I-5)

Clause No. 1 cont'd:

The Committee discussed the amount of Planning Department staff time spent at night meetings. Mr. Spaxman advised that the Planning Department staff attended 560 night meetings. He noted the demand on staff is extremely high but without the planning services the number of problems before Council would be significantly higher. With staff, not only from Planning but other Departments as well, in attendance at meetings in the various communities, some problems are resolved without enquiries to the Mayor and Aldermen. Several alternatives have been suggested such as flexible hours but this has not been agreed to. The ultimate alternative is not to go to the meetings.

A member of the Committee suggested that the Planning Department be instructed to cut their overtime in half. The Acting City Manager pointed out that the amount of overtime claimed in 1978 was only 1% of the total budget amount.

There was a lengthy discussion on the amount of planning work necessary in the Neighbourhood Improvement Program areas and the suggestion that in 1979 Area Planning work be initiated in several other areas. Also discussed was L.R.T. and a member of the Committee suggested that the Director of Planning be instructed to allocate an additional member of his staff to the L.R.T. study.

Mr. Spaxman noted that the 1978 work program and budget was cut 1.7%--this year the 1979 work program has included a 5% cut. Whichever way the work program is adjusted it will cause Council members concern as they have varying ideas of which projects should be Priority A. If Council wants an additional person on L.R.T. it should give the Department the money to hire someone.

The Acting City Manager noted that it would be difficult to find the areas to adjust that would not affect the program drastically. In the next month the City will know more about some of the major issues--perhaps the discussion should be deferred until the officials can come back with what kind of resources will be needed.

Mr. Spaxman advised that adjustments had been made to the work program as suggested at the previous meeting as follows:

- In order to provide a 50% of a Planner II for heritage, some Central Area work on L.R.T., Open Space and Policy Development had been cut.
- With respect to development control improvements, current reviews can be carried out but it is uncertain what resources will be available when the study reviews are completed.
- The work related to the V.C.P.C. Plan for the City would be in the Overall Planning and Central Area Planning Budgets--some Central Area work and some printing costs would be cut.
- Additional resources are needed if L.R.T. proceeds.
- For the Convention Centre, an urban designer with assistance from Central Area would be allocated--some view analysis, urban design work and direction, would be cut.
- For Hastings-Sunrise and the Stadium proposal, additional resources would be required.
- For Shaughnessy, 50% of a Planner I could be allocated but you would lose some resources for Champlain Heights (\$10,000), Jellicoe Street end (\$5,000) and Grandview/Slocan (\$9,000).

cont'd....

Report to Council
 Standing Committee of Council
 on Planning and Development
 February 1/February 8, 1979

(I-6)

Clause No. 1 cont'd:

- There would be no work done on the Airport, Fraser River Estuary Study or Energy Conservation.
- For minimum service to the West Side planning services, resources allocated to Downtown-Eastside health clinic work would be dropped.

Members of the Committee agreed that the Priority A items listed in the "Annual Review", with the adjustments suggested by the Director of Planning should be approved.

Mr. Spaxman reiterated that there were no staff resources at the present time for L.R.T. or the Stadium complex and adjustments would have to be made later.

RECOMMENDED

- A. THAT the Planning Department "Annual Review 1978/79" be approved subject to the amendments suggested by the Director of Planning.
- B. THAT the Director of Planning report back to the Committee on appropriate priority adjustments and timing to address the L.R.T. question.

The meeting adjourned at approximately 3:00 p.m.

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FOR COUNCIL ACTION SEE PAGE(S) 279

REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON COMMUNITY SERVICES

II

FEBRUARY 8, 1979

A meeting of the Standing Committee of Council on Community Services was held on Thursday, February 8, 1979, in Committee Room No. 1, Third Floor, City Hall, at approximately 1:30 P.M.

Present: Alderman Rankin, Chairman
 Alderman Bellamy
 Alderman Gerard

Absent: Alderman Little
 Alderman Marzari

Committee Clerk: H. Dickson

Adoption of Minutes

The Minutes of the Community Services Committee meetings of Thursday, January 11, and Thursday, January 25, 1979, were adopted.

Recorded Vote

Unless otherwise indicated, votes of the Committee on all items are unanimous.

RECOMMENDATION

1. Immigrant Services Centre Funding

The Committee had before it for consideration a Manager's report dated December 27, 1978 (copy circulated) in which the Director of Social Planning and the Medical Health Officer reported on the operation of the Immigrant Services Centre at 8165 Main Street which assists immigrant people with their questions, concerns and problems in adjusting to Canadian lifestyles.

The report detailed the various programs operated at the centre and contained a proposal for a 1979 budget to be cost-shared between the Federal and City Governments. The report recommended approval of continued funding for the nine months of 1979 commencing April 1st.

Appearing before the Committee on this matter were a representative from the Social Planning Department, the co-ordinator of the Immigrant Services Centre and a nurse and Police sergeant involved with the operation of the centre.

The representative for the Social Planning Department spoke to the report briefly, and following discussion, it was

RECOMMENDED

- A. THAT Council approve the continued funding of a full-time Public Health Nurse and Health Aide Interpreter in the amount of \$30,512.00.
- B. THAT Council approve the other operating costs of the Immigrant Services Centre for which the City has been responsible since its inception in the amount of \$23,206.00.
- C. THAT recommendations A and B be approved subject to the continued participation of the Federal Government at least at its present level of cost sharing.

Continued . . .

Clause No. 1 Continued

- D. THAT the Social Planning Department continue its negotiations with the Secretary of State and the Ministry of Human Resources on behalf of the City for a cost sharing involvement in the operating costs of the Immigrant Services Centre.

2. Teenage Discotheque - 1351 West Broadway

On January 11, 1979, the Committee tabled a Manager's report on the application for a teenage discotheque at 1351 West Broadway pending further information from staff regarding the experience of other municipalities with such establishments.

The Committee had before it for consideration this date a Manager's report dated February 1st, 1979 (copy circulated) in which the Director of Permits & Licenses reported further on the application and enclosed the following report from the Police Department:

'We have discussed this subject with police in the five Lower Mainland municipalities which have 'Teen Discos'. These are Burnaby, Coquitlam, Surrey, North and West Vancouver.

The original Teen Disco was called 'Bumper's' and operated in Burnaby without difficulties for some time. A change in management resulted in such a drastic increase in drug and liquor problems, the premises were eventually closed down.

Those currently in business have such rules as-strict dress code, require photo identification and proof of age, patrons not allowed in/out privileges, no liquor or drugs on or near premises, and actively co-operate with police in dealing with any problems inside or outside the premises.

It is quite evident from the reports we received that a successful Teen Disco operation depends entirely on the attitude and conduct of management.'

A staff sergeant from the Police Department and Mr. Ken Armstrong of Permits & Licenses Department appeared before the Committee on this matter.

During discussion it was noted that the successful operation of such establishments is dependent upon the capability of the management.

The Police spokesman said the department has no objection and added there had been no problems in outlying areas with these types of discotheques.

Following discussion, it was

RECOMMENDED

THAT the application of Mr. John Jackson to operate a teenage discotheque at 1351 West Broadway be approved, subject to the applicant complying with all City by-laws.

(Alderman Gerard opposed)

Continued . . .

3. Liquor Permit Application - 3680 East Hastings
Development Permit Application No. 82854

The Committee had before it for consideration a Manager's report dated January 25, 1979 on the application of architect A. W. Gray for Development Permit Application No. 82854 at 3680 East Hastings Street, in which the Director of Planning reported as follows:

"The above noted Development Permit Application has been filed to use a portion of the main floor as a cabaret.

This development is situated at the south-west corner of Hastings Street and Boundary Road.

The proposed cabaret will provide an assembly area of approximately 1300 sq. ft., with a maximum seating capacity of 139 seats.

The applicant has advised that the cabaret, to be located in the new building now under construction, will be a continuation of the cabaret ("Diamond Lil's") existing in the previous building prior to demolition.

The Chief Inspector, Liquor Control and Licensing Branch, has confirmed that the cabaret's license has not expired and would be regarded as a continued use.

No complaints have been received from the Health Department. The Police Department has recommended favourable consideration.

The Director of Planning is prepared to approve this Development Permit Application but before making a final decision, is referring the application to City Council through the Standing Committee on Community Services for consideration of the new liquor outlet. "

A representative of the Planning Department appeared before the Committee on this matter and pointed out during discussion that the new operation will be under the same management as the cabaret which formerly existed at this location and that there were no problems encountered with the previous operation.

Following discussion, it was

RECOMMENDED

THAT the Director of Planning be advised that Council has no objection to the issuance of Development Permit Application No. 82854 to architect A. W. Gray to use a portion of the main floor at 3680 East Hastings Street as a cabaret.

4. Rooming House at 634 East Georgia Street

The Committee had before it for consideration a Manager's report dated January 16, 1979 (copy circulated) in which the Director of Permits & Licenses, in accordance with the recommendation of the Committee on November 30, 1978, reported on discussions held with the owner of 634 East Georgia Street regarding upgrading the building to an acceptable safety standard.

In the report, the Director of Permits & Licenses suggested that "phase 1" requirements to provide an adequate exit system should be completed within twelve months and that the remaining necessary renovations ("phase 2") be held in abeyance until the report to the Committee from the Downtown Housing Implementation Committee.

Clause No. 4 Continued

During discussion, the Director of Permits & Licenses, in response to the Committee, advised that the owner has met all requirements of Health and Fire regulations and that the owner had advised him the major problem of providing a fire escape would be completed within one month.

The Committee felt, however, that twelve months was too long a time period for the phase 1 work to be completed.

Following discussion, it was

RECOMMENDED

THAT Mr. H. Killam, owner of 634 East Georgia Street, be advised that phase 1 of the upgrading required at his building at 634 East Georgia Street be completed within three months;

FURTHER THAT phase 2 be held in abeyance until the Community Services Committee has considered the report from the Downtown Housing Implementation Committee.

5. Nursing Home Facilities

The Committee had before it for information a Manager's report dated December 29, 1978 (copy circulated) in which the Medical Health Officer, responding to recommendations from the Community Services Committee meeting of November 9, 1978, reported on the present staffing of the Community Care Facilities Licensing Office and a general overview of nursing home facilities in the City.

Following consideration, it was

RECOMMENDED

THAT the Manager's report dated December 29, 1978, on nursing home facilities in the City of Vancouver, be received.

6. Community Living Boards

The Committee had before it for information a Manager's report dated January 16, 1979 (copy circulated) in which the Medical Health Officer, responding to a recommendation from the Community Services Committee meeting of February 9, 1979, reported on the operations of Community Living Boards which have been commissioned by the Minister of Human Resources to manage a system of community placement for mentally retarded children and adults most of whom are now in Woodlands School.

In the report, the Medical Health Officer concluded that the Community Living Board should be complimented on its approach; that it has undertaken an extremely difficult task and is proceeding slowly and carefully.

Following consideration, it was

RECOMMENDED

THAT the Manager's report dated January 16, 1979, on Community Living Boards, be received.

Report to Council
 Standing Committee of Council on Community Services
 February 8, 1979

(II-5)

7. Family and Juvenile Court Committee -
 Annual Report

The Committee had before it for consideration the annual report to City Council from the Vancouver Family and Juvenile Court Committee (copy circulated) which pointed out a number of by-law infringements in the building at 2625 Yale Street, leased from the City by the Province as a Family and Juvenile Court, have not yet been corrected.

The annual report also noted no information has been made available to City Council or the Family Court Committee by the Attorney-General's office regarding the Attorney-General's announcement in the Spring of 1978 that a new Family Court would be built at 12th Avenue and Cambie.

Members of the Family Court Committee appeared before the Committee in connection with the annual report, but it was the feeling of the Community Services Committee that it should discuss with representatives of the British Columbia Buildings Corporation both matters - the lack of compliance with City by-laws at 2625 Yale Street and the proposed new Family Court at 12th Avenue and Cambie.

The Chairman reminded those present that this matter has been of concern to City Council for a considerable period of time and that as far back as January 24, 1978, a motion had been introduced at Council that the Province be given thirty days notice to vacate 2625 Yale Street.

Following discussion, it was

RECOMMENDED

THAT the annual report from the Family and Juvenile Court Committee be deferred for one week and representatives of British Columbia Buildings Corporation be invited to attend the next meeting of the Community Services Committee to discuss compliance with City by-laws of 2625 Yale Street and the proposed new Family Court facilities at 12th Avenue and Cambie.

The meeting adjourned at approximately 2:00 P.M.

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FOR COUNCIL ACTION SEE PAGE(S) 279 & 280

PART REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON
TRANSPORTATION



February 8, 1979

A meeting of the Standing Committee of Council on Transportation was held on Thursday, February 8, 1979, in the No. 1 Committee Room, third floor, City Hall, at approximately 3:40 p.m.

PRESENT: Alderman W. Kennedy, Chairman
(Clauses 1 and 2)
Alderman D. Bellamy
Alderman H. Boyce
Alderman M. Harcourt (Clause 3)
Alderman H. Rankin

ALSO PRESENT: Mayor J. Volrich (Clause 3)

COMMITTEE CLERK: J. Thomas

RECOMMENDATION

1. Cancellation of Bus Stop - Oak at 58th Avenue

Consideration was given to a City Manager's Report dated January 29, 1979 (circulated), in which the City Engineer recommended that a bus stop on the east side of Oak Street at 58th Avenue be cancelled.

The City Engineer reported that a citizens request referred through the Marpole Local Area Planning Office initiated a survey of bus stops on Oak Street, which showed the stops at 57th and 59th Avenues provided good service for the school, hospital and community centre in the area, while the stop at 58th Avenue served no particular purpose. Removal of the 58th Avenue stop would improve bus stop spacing in the area and encourage transit patrons to cross Oak Street at the adjacent light-controlled intersections.

RECOMMENDED

THAT the bus stop on the east side of Oak Street at 58th Avenue be cancelled.

2. Improvements to Nanaimo Street - 29th to 34th Avenues

The Court of Revision on December 7, 1978, did not approve a Local Improvement Project for the installation of pavements and curbs on Nanaimo Street between 29th and 34th Avenues, and instructed officials to report back on future plans for Nanaimo Street, and the Knight/Kingsway area.

In a City Manager's Report dated January 26, 1979 (circulated), the City Engineer discussed the role of Nanaimo Street, the need for improvements and extension to the south, and traffic situations which might arise in other areas of Nanaimo Street, was not developed.

Clause 2 continued

The report pointed out the Local Improvement Project involved a total of 66 registered owners - 64 residences and two businesses. Objections were filed by 20 owners at the December Court of Revision, equivalent to 30 per cent of the registered owners; 3 half signatures were also filed. The majority of single family home owners did not object. The City Engineer recommended that the Court of Revision motion of December 7, 1978, be rescinded; that the project be undertaken and the City's share of the cost (\$411,920) be approved in advance from the 1979 capital budget; and that Nanaimo Street from 29th Avenue to 34th Avenue be designated a "thoroughfare".

The report made particular reference to cost-sharing available under the Provincial Revenue Sharing Program and advised that with this new source of funds Council had established a policy of reducing the owners' share of the costs for projects on arterial streets. This benefit could be extended to the Nanaimo Street home owners.

Mr. D. Rudberg, Assistant City Engineer, Traffic Division, advised the question of left turn bays at Knight/Kingsway, raised at the Court of Revision, was considered a departmental priority, but there was no right-of-way at present to enable this project to go forward. Further reports would be submitted on the need to create building lines on Knight Street and Clark Drive, to permit future construction of turning bays at a number of locations.

The Committee was advised that Mr. Chu, an objector at the Court of Revision, had now advised he had now reached agreement with the City on property acquisition and modification to his house.

Following discussion, it was

RECOMMENDED

- A. THAT the motion of Council of December 7, 1978 be rescinded and that the project for pavements and curbs on Nanaimo Street from 29th Avenue to 34th Avenue (452/1) be undertaken, and that the City's share of the cost (\$411,920) be approved in advance from the 1979 Basic Capital Budget; and,
- B. THAT Nanaimo Street from 29th Avenue to 34th Avenue be designated as a "thoroughfare" for the purposes of Part I of the Local Improvement Procedure By-law, and that \$5441 for the 25 per cent reduction to the Residential Property Owners' share be allocated from the balance of Provincial Revenue Sharing 148-8251.

* * * *

At this point, Alderman Kennedy left the meeting and Alderman Bellamy assumed the Chair.

3. Status Report - Transit Operations

Mayor Volrich was present for the discussion on the City Manager's Report dated February 2, 1979 (circulated), in which the City Engineer reviewed various transit issues now under study and examined proposals for transit improvements.

Clause 3 continued

The City Engineer reported that in previous years, the transit system for the Lower Mainland was planned, financed and operated by B.C. Hydro. Any requests for new service or modifications to the existing service levels were directed to B.C. Hydro for evaluation. Hydro would make decisions, in consultation with the City, on the various proposals, subject to Council approval for new routes and bus stops. With the advent of the Urban Transit Authority Act and the implementation of the Act on April 1, 1979, transit services and financing will become a shared Provincial/Regional/Local responsibility.

The report examined the following three issues which would help identify the most appropriate levels of existing transit services as well as developing a method of evaluating new service proposals:

- Issue No. 1 - What is the most appropriate level of transit service for the Lower Mainland?
- Issue No. 2 - What specific new routes, improvements, or cutbacks should be incorporated into the transit system?
- Issue No. 3 - What kind of commitment should be given to the replacement of the trolley fleet?

The City Engineer suggested Council should transmit a priority listing of the various requests for transit service improvement to the UTA and GVRD. This would assist in the evaluation of each request for inclusion in the first and subsequent annual Operating Agreement.

A proposed transit improvement package was submitted listing the order of priorities in the following major categories:

A. New Services

- 1. FreeBus established as a regular transit route.
- 2. Regular service to False Creek, Granville Island and Vanier Park with connections to the downtown.
- 3. Georgia Street local service to Stanley Park and elimination of Chilco Loop.
- 4. 25th Avenue crosstown route.
- 5. 1st Avenue route.

B. Route Modifications

- 1. Review of service levels on the entire system relative to peak hour, base period and weekend/night services.
- 2. Analysis of overhead system and trolley services to improve service and identify capital replacement needs.
- 3. Utilization of the Laing Bridge by Richmond services.
- 4. Review of Broadway service to achieve improved load factors and service connections between Broadway/Fairview Slopes to downtown.
- 5. Improved express bus service for Vancouver residents.
- 6. Review of Hastings corridor services.

C. Route Extensions

- 1. Revision of downtown services to provide improved circulation and service into the West End.
- 2. Service extensions into Champlain Heights.
- 3. Investigate extensions to UBC along Broadway and 4th Avenue routes.
- 4. Kingsway service extension into Burnaby MetroTown.
- 5. Extension of Broadway service into Brentwood Shopping Centre.

Clause 3 continued

D. Other

1. Adoption of transportation for the handicapped as a custom transit service.
2. Revision of fare policies incorporating such factors as zone fares, discount fares, transfer improvements, etc.
3. Improved special services to major events, i.e. PNE.
4. Evaluation and implementation of bus priority measures.
5. Improved passenger information procedures.
6. Evaluation of new equipment purchases such as articulated buses.

Following an extensive review of the Manager's Report, Committee members questioned the City Engineer and Assistant City Engineer, Traffic Division, on a number of issues, including the following:

- 25th Avenue Crosstown Proposal

Mayor Volrich advised he did not feel it should be assumed the 25th Avenue route will be implemented - it was a very contraversial issue. He inquired what the City was prepared to do before the matter was advanced to the UTA.

Alderman Rankin stated there were no alternatives to 25th as a crosstown route between Broadway and 41st Avenue because of the lack of through streets.

Alderman Boyce recalled the 49th Avenue service had been subject to great opposition by residents along the route, but was now accepted as a vital link in the transit system. She requested staff prepare a statistical analysis of the 25th Avenue route.

Mr. Curtis stated earlier discussion by Council on the 25th Avenue bus proposal generated over 200 letters in opposition. The matter was not pursued because Hydro indicated it was a low priority and equipment was not available. He agreed to report back on this matter. Mr. Rudberg noted cost of implementing this service was estimated in the \$800,000 to \$1 million range.

- Smaller Vehicles on Marginal Routes

Alderman Rankin referred to the need to encourage ridership as an additional source of income rather than cutting back service with a resultant falling off in patronage. He asked whether it was feasible for smaller transit vehicles to operate in marginal areas.

Mr. Rudberg advised route costs varied considerably - from 18¢ per passenger for the FreeBus to \$10.00 per passenger on marginal routes. This was the type of data the Traffic Division was gathering. For smaller vehicles, costs were primarily for labour and these costs remained the same for large or small vehicles. However, small buses were more costly because maintenance and parts costs were higher.

Clause 3 continued

- Stanley Park Service

The Committee was advised it was proposed to eliminate the Chilco Loop and bring buses into Stanley Park under the Overpass thus enabling park visitors to park their cars uptown, bus to the Park and connect with a round-the-park bus service.

Alderman Boyce requested further details on this proposal and its relationship to the Harbour Park site.

- Bus Fleet Requirements

Alderman Harcourt referred to statements in the report dealing with the replacement of the Trolley fleet, 250 vehicles now 30 years old. B.C. Hydro was recommending a commitment be given to replace the fleet and Alderman Harcourt questioned whether replacement costs would be dumped on the City in the next two years. Many of the trolleys were in such poor shape there was a real danger of "hot" buses. Insulation was starting to create serious problems and many could not operate in snow, others shorted out in rain. Alderman Harcourt felt strong representations should be made to the Provincial Government and staff be requested to look into the matter and report back as quickly as possible.

Mayor Volrich commented that the UTA staff were already investigating. The matter had come before the UTA Board and there had been assurance that the buses posed very little risk.

Following further discussion, it was

RECOMMENDED

- A. THAT the transit improvement package contained in the City Manager's Report dated February 2, 1979, be transmitted to the GVRD and UTA for review and possible incorporation in the first annual Operating Agreement.
- B. THAT the UTA be requested to give serious consideration to the condition of the trolley bus fleet operating on Vancouver streets.

* * * * *

The meeting adjourned at approximately 4:20 p.m.

IV

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON FINANCE AND ADMINISTRATION

FEBRUARY 8, 1979

A meeting of the Standing Committee of Council on Finance and Administration was held on Thursday, February 8, 1979, at approximately 3:30 p.m., in Committee Room No. 3, third floor, City Hall.

PRESENT : Alderman Puil (Chairman)
Alderman Ford
Alderman Gerard
Alderman Little
Mayor Volrich

ABSENT : Alderman Marzari

COMMITTEE
CLERK : G. Barden

RECOMMENDATION:

1. Preliminary Report on the
1979 Operating Budget Estimates

The Committee considered the attached Manager's report dated February 1, 1979 wherein the Director of Finance gave a preliminary report on the 1979 Operating Budget Estimates. The 1979 Revenue and Expenditure estimates submitted by Civic Departments and Boards are summarized in the report and show, in total, estimated revenues of \$183,292,178 and estimated expenditures of \$185,932,906. The excess of expenditures over revenues, which amounts to \$2,640,728 is the present budget deficit before any adjustment to the tax levy, and before the detailed review of departmental submissions and other budget detail. The Provincial Government restrictions alter the effect of this picture, as described in the attached Manager's report.

At this point in time, the following reflects officials' understanding of the regulations as they affect the City of Vancouver.

- (a) The 1977 and 1978 revenue fund surpluses are to be brought into revenue for 1979.
- (b) The 1979 general purposes mill rate is not to exceed the 1978 mill rate.
- (c) The 1979 operating budget (excluding Sewer, Water, and Debt Charges) is not to increase by more than 5% over the final budget for 1978.

In Appendix "A" to the Manager's report, the preliminary budgeted expenditures are summarized in a form that separates those items which are subject to the Provincial 5% budget limitation. The following is a summary of the analysis:

...../2

Report to Council
 Standing Committee on Finance & Administration
 February 8, 1979 (IV-2)

Clause #1 continued:

1978 Final Budget (per limitations)	\$ 136,209,606
Add: 5% allowable increase	6,810,480
1979 Allowable Budget	143,020,086
1979 Preliminary Budget	146,832,088
1979 Budget Reduction Required	\$ 3,812,002

In comparing the budgeted excess of expenditures over the Provincial limitations of \$3,812,002, to the current budget deficit of \$2,640,728, it is evident that not only will the budget deficit have to be eliminated, but expenditures will have to be reduced an even further \$1,170,000 in order to meet the Provincial limitations. This would produce a budgeted surplus of \$1,170,000. It was reported that as the City cannot budget for a surplus, the Finance Committee will want to consider whether the surplus will be eliminated through a reduction in the Mill Rate, or a reduction in the Business Tax, or both.

It was noted that the Budget Review Committee will review the Operating Budget Estimates with the Department Heads and Boards following the guidelines set out in the recommendations in the Manager's report. Subsequently, the Finance Committee will receive the Interim Budget which would contain the preliminary budget, plus adjustments, recommendations of the Budget Review Committee, and other analysis of departmental operations. The Finance Committee has scheduled three meetings for detailed review of the departmental budgets in April.

Following further discussion, it was

RECOMMENDED

- A. THAT the Manager's report be received for information, and
- B. THAT the City Manager and Director of Finance be instructed to meet with Department Heads and Boards to review the 1979 Operating Budget as submitted and
 - (i) To make such reductions in the basic Operating Budget Estimates as necessary so that the budgets, as adjusted, provide only funds required to maintain current standards of service as approved by Council.
 - (ii) To eliminate all requests for increases in standards of service from the Supplemental Budget Estimates, allowing only those items considered essential to meet increased volumes of work or items which would clearly increase the operating efficiency of the Department or Board.
 - (iii) Report all adjustments to the Budget during reviews to the Committee on Finance and Administration.
- C. THAT no funds be transferred from the Sinking Fund or the U.S. Premium Liability Reserve to the Operating Budget for 1979.
- D. THAT the City Manager and Director of Finance report, as part of the budget reporting process, to Finance Committee on options necessary to reduce expenditure estimates to meet the Provincial budget limitations.

Report to Council
 Standing Committee on Finance & Administration
 February 8, 1979 (IV-3)

2. Business Tax Rate Change for 1979

The Committee considered the attached Manager's report dated February 1, 1979 wherein the Director of Finance reported that the City has two major tax revenue sources, being the property tax and the business tax. Both tax sources are dynamic in that the tax base for both is growing with inflation in real estate values and with new construction. The tax rate for business taxes is adjusted only on a periodic basis and the last adjustment was in 1973 at which time it was increased from 8½% to 9½%. The tax rate for general purposes property taxes is adjusted on an annual basis to reflect the residual revenue requirements necessary to produce a balanced budget. The purpose of the Manager's report is to raise for consideration whether the tax rate for business taxes should be adjusted for 1979.

The Manager's report outlines the business tax profile, 1979 business tax assessments, objectives for business tax, possibility of a business tax rate reduction and effects of possible business tax rates.

In the 1979 Preliminary Operating Budget, it was reported that the preliminary budget deficit for the City is \$2,640,728. It was also reported that the City must reduce expenditures by \$3,812,002. in order to meet the Provincial 5% budget limitation. Based on current projections of revenue (which assume no change in the mill rate or business tax rate), the City will have a surplus of \$1.17 million after the Provincial limitations have been met. It should be noted that these revenue estimates may change prior to the final budget, especially when more information is available regarding the 1978 Surplus on Revenue. However, this surplus will have to be eliminated and the most likely methods would be to reduce business taxes or general purposes property taxes, or both.

It would, therefore, be possible to reduce the tax rate for business tax in 1979. However, it should be noted that the decrease in rate considered possible would still mean that the total revenue collected in 1979 from business tax would increase over 1978 and it would be unlikely that any business would experience a tax reduction in 1979 over 1978 unless its area of activity were experiencing a decline and its rental value had declined or remained unchanged.

A change in the business tax rates could be expected to have the approximate effects on business tax revenue shown in the following table.

ESTIMATED CHANGE IN REVENUE FROM BUSINESS TAX UNDER VARIOUS BUSINESS TAX RATES			
TAX RATE	BUSINESS TAX REVENUE	% CHANGE OVER 1978	BUSINESS SHARE OF BUSINESS TAX & GENERAL TAX
9½%	\$21,652,000	+ 9.2	54.4%
9¼%	21,145,000	+ 6.6	54.2
9 %	20,504,000	+ 3.4	53.9

Report to Council
Standing Committee on Finance & Administration
February 8, 1979 (IV-4)

Clause #2 continued:

The rate changes shown make only a small difference in the share of City tax revenues paid by business but the rate of increase in business tax between 1978 and 1979 could be cut back significantly. Nine percent is the lowest rate considered because it means a \$1.1 million decrease in 1979 business tax from the level estimated with the present 9½% rate. This would use up the surplus that the present budget is contemplated to have. A 9¼% rate would mean a \$.5 million decrease in revenues over the 9½% rate.

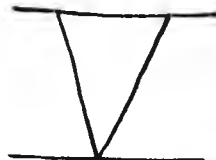
During the ensuing discussion, the Committee generally agreed that there should be a cut in business tax rate for 1979, but concern was expressed about the implications of a cut of more than ½% on the next year's budget.

Following further discussion, it was

RECOMMENDED

THAT the business tax rate be reduced from 9½% to 9% for 1979 and the Director of Legal Services be requested to draw up the necessary amending by-law.

The meeting adjourned at approximately 4:10 p.m.



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
ON PLANNING AND DEVELOPMENT

FEBRUARY 8, 1979

A meeting of the Standing Committee of Council on Planning and Development was held in the No. 2 Committee Room, Third Floor, City Hall, on Thursday, February 8, 1979 at approximately 1:30 p.m.

PRESENT : Alderman Harcourt, Chairman
Alderman Boyce
Alderman Ford
Alderman Kennedy
Alderman Puil

CLERK TO THE
COMMITTEE : M. L. Cross

RECOMMENDATION

1. Shaughnessy Hospital Plan

The Committee considered a report of the City Manager dated February 1, 1979 (copy circulated) in which the Director of Planning advises of the increasing number of enquiries related to possible rezonings or redevelopment of RS-1 properties in the immediate vicinity of Shaughnessy Hospital and the negotiating of options in the 800 Block West 32nd Avenue with the intent to secure sufficient land for rezoning for possible construction of medical office buildings.

The report also outlines other projects in the Shaughnessy Hospital Area where preliminary planning is under way. It also notes that with respect to visual and traffic/parking impacts of the hospital itself, conditions of rezoning and of the development permit have been negotiated to minimize these impacts, however, there are no clearly defined policies dealing with impacts related to ancillary development in the surrounding community.

The Director of Planning submitted for Committee's consideration:

- a) Maintaining single family residential development and not considering rezoning applications from RS-1, or
- b) Developing policies and guidelines to direct any development pressures in this area.

Also before the Committee were:

- a) A petition submitted by Mr. H. Gordon-Cooper signed by surrounding residents stating they were opposed to rezoning and redeveloping the area for medical office, commercial or further institutional facilities.
- b) A letter dated January 31, 1979 from Mr. L. Guincher to the Director of Planning indicating that he intended to proceed with a rezoning application for medical facilities in due course. The letter was supported by a petition containing 18 names in favour of rezoning the area for the development of medical offices and related facilities.

The Chairman advised that two letters had been received--one from the Shaughnessy Heights Property Owners' Association supporting

cont'd....

Report to Council
Standing Committee of Council
on Planning and Development
February 8, 1979

(V-2)

Clause No. 1 cont'd:

the first approach submitted by the Director of Planning that no rezoning applications from RS-1 be considered. They urged the Committee to honour past assurances of Council to local residents that impacts to the community would be minimized as much as possible. Another letter had been received from Mr. Guincher indicating that he had decided not to go ahead with a rezoning application for a medical building without the Planning Department's support.

Mr. J. Smith appeared before the Committee with a petition containing 86 signatures opposing any further rezoning of residential property in the area.

Mr. Smith noted other concerns of the residents mentioned in the Manager's Report:

- The future of the Workers' Compensation Board facilities.
- The future of the present Grace Hospital.
- An enquiry as to the possibility of building a hotel/motel complex on the southwest corner of King Edward and Oak St.
- Possible expansion of the Red Cross Centre.
- A proposal by the Easter Seal Society to construct a hostel adjacent to the new Children's Hospital. This proposal has received neither community nor City approval.

as well as concern that there will be an attempt to expand facilities on the Shaughnessy Hospital property.

The Committee requested that the Planning Department prepare a report on the above concerns.

There was a discussion with respect to what the boundaries would be if the Committee and Council agreed that no rezoning applications from RS-1 would be entertained. Mr. Spaxman, Director of Planning, indicated that the report was concerned only with the 800 and 900 Blocks West 32nd Avenue. The Committee suggested King Edward to 37th Avenue, Cambie to Granville. The Acting City Manager suggested that the Director of Planning report back on appropriate boundaries.

RECOMMENDED

- A. THAT existing single family residential development be maintained.
- B. THAT the Director of Planning be instructed not to consider any rezoning applications from RS-1.
- C. THAT the Director of Planning be instructed to develop a policy noting that future development of the Shaughnessy Hospital site should conform totally to the existing CD-1 By-law.
- D. THAT the Director of Planning report back on appropriate boundaries relating to Recommendation B.

2. V.C.P.C. Concerns re Airport Growth

The Committee considered a report of the City Manager dated January 23, 1979 (copy circulated) in which the Director of Finance reports on a request of a member of Council that the Mayor and the City's Industrial Development Officer consult with other affected municipalities on several matters, including the matter of airport expansion.

cont'd....

Report to Council
Standing Committee of Council
on Planning and Development
February 8, 1979

(V-3)

Clause No. 2 cont'd:

The Economic Development Officer forwarded letters to the Administrators of other municipalities enquiring if they had any specific concerns about the future of the Vancouver International Airport.

Most other municipalities supported the position taken by the Vancouver Planning Commission and have indicated that we should contact the Federal Government to let them know of the communities' general position and should also involve the Greater Vancouver Regional District in this particular matter.

The summary of the responses from the municipalities is attached as Appendix I to the report of the City Manager dated January 23, 1979.

RECOMMENDED

THAT the report of the City Manager dated January 23, 1979 be received for information.

The meeting adjourned at approximately 3:35 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 282

PART REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON PLANNING AND DEVELOPMENT

FEBRUARY 15, 1979

A meeting of the Standing Committee of Council on Planning and Development was held in the No. 2 Committee Room, Third Floor, City Hall, on Thursday, February 15, 1979 at approximately 1:30 p.m.

PRESENT : Alderman Harcourt, Chairman
Alderman Boyce
Alderman Ford
Alderman Puil
Alderman Kennedy

CLERK TO THE
COMMITTEE : E. Bowie

RECOMMENDATION

1. Chinatown Historic Area Streetscape Improvement Project
Street Lighting Alternatives

The Committee had for consideration a Manager's Report dated February 12, 1979 (copy circulated) in which the City Engineer and Director of Planning report on the street lighting changes proposed for the Pender Street Beautification Project for Chinatown.

The report compares the use of incandescent lamps to colour-improved mercury vapour lamps and reviews the policy on appropriate levels of illumination.

The report notes the following comparisons for consideration by the Committee:

- Type of Lamps

- a) Incandescent Lights
- b) Colour-improved mercury vapour lamps
- c) Upper lights mercury vapour; lower pedestrian lights incandescent

- Appropriate Level of Illumination

- a) Retain the existing lighting level of 1 - 1.2 foot candles
- b) Increase the lighting level to 2 foot candles

Present for discussion of this matter were:

- Mr. M. Kemble, Chinatown Planner
- Mr. R. Boyes, Deputy City Engineer
- Mr. R. Young, Chairman, Chinatown Historic Area Planning Committee
- Prof. Johnson, Dept. of Sociology, U.B.C.
- Mrs. N. Sterne, Heritage Advisory Committee

Mr. Kemble, with the aid of charts and photographs compared the area as it is now and what the Planning Department feels would happen should the colour-corrected mercury lights be installed.

cont'd....

Part Report to Council
 Standing Committee of Council
 on Planning and Development
 February 15, 1979

(VI-2)

Clause No. 1 cont'd:

Because of the historical designation of Chinatown he stressed the need to preserve the older character of lighting which contributes to the heritage characteristics of the area. The predominant colouring of neon signs and building exteriors in the Chinatown area are in the warm colour spectrum of reds and yellows and incandescent lighting complements and emphasizes these colours. High intensity lighting (mercury vapour) would tend to reduce the warm colouring. He stated that there would be little or no capital costs in the retention of the present incandescent lighting.

Mr. Boyes stated that the use of incandescent lighting involves higher operating and maintenance costs and pointed out that the colour of the more efficient lamps is almost indistinguishable from the incandescent lamps.

The minimum levels of lighting adopted by the City are based on the roadway lighting practises recommended by the Illuminating Engineering Society. Mr. Boyes stated that the major streets in the downtown area are at the level of 3 foot candles. The Engineering Department feels that Pender Street should be considered the same as other downtown streets because of the high pedestrian volume and the substantial transit activities. Studies have shown that the highest percentage of accidents (70%) occur between 9 p.m. and 7 a.m. in this area. While the total cause of these accidents cannot be placed on the lighting alone, the light and dark areas created by incandescent lamps, street signs and shops are a significant factor. The installation of the corrected mercury vapour lamps would give a more uniform illumination to the area.

After reviewing the concerns of the Planning Department and Advisory groups in Chinatown, the Engineering Department feels that a reduction from the 3 foot candles standard would be appropriate, but recommends that the illumination level for this section of the street be not less than 2 foot candles.

Mr. Young and Prof. Johnson supported the retention of incandescent lighting at the present level of 1.2 foot candles and Mrs. Sterne submitted a letter on behalf of the Heritage Advisory Committee dated February 15, 1979 (copy circulated) supporting the retention of the incandescent quality of lighting in the Chinatown beautification area.

Following discussion, the Committee

RECOMMENDED

- A. THAT the type of street lighting proposed for the Chinatown Historic Area Streetscape Project (Pender Street) be incandescent.
- B. THAT the existing lighting level of 1 - 1.2 foot candles be retained.

(Alderman Puil wished to be recorded as opposed to Recommendations A and B and Alderman Harcourt wished to be recorded as opposed to Recommendation B.)

The meeting adjourned at approximately 2:55 p.m.

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FOR COUNCIL ACTION SEE PAGE(S) 283

PART REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON
TRANSPORTATION

February 15, 1979

A meeting of the Standing Committee of Council on Transportation was held on Thursday, February 15, 1979 in the No. 1 Committee Room, third floor, City Hall, at approximately 3:30 p.m.

PRESENT: Alderman W. Kennedy, Chairman
Alderman D. Bellamy
Alderman H. Boyce
Alderman M. Harcourt
Alderman H. Rankin

COMMITTEE CLERK: J. Thomas

RECOMMENDATION

1. Request to Hold International Marathon Roadrunning Race on City Streets

The Committee considered a City Manager's Report dated February 8, 1979 (circulated), in which the City Engineer reported on a request to hold an International Marathon Running Race on City streets on Sunday, May 6, 1979, between 7:30 a.m. and 12:00 noon.

Mr. H. Crawford, Supervisor, Traffic Division, addressed the Committee on this application by the Lions Gate Roadrunners' Club, an affiliate of the B.C. and Canadian Track and Field Associations. He advised in previous years the Marathon had been run within the confines of Stanley Park, but the pavement within the Park does not meet international standards and permission was sought to stage this year's Marathon partially on City streets.

Temporary regulations involving suspension of transit services on the Marathon route, and police control of intersections would be involved, but it was not felt there would be too much disruption of traffic. The sponsoring club had been assured by the Department of National Defense that 300 Service personnel would be available to act as marshalls and supervise participants in the Marathon.

RECOMMENDED

THAT approval be given to hold the International Marathon Running Race on May 6, 1979, and that the City Engineer and Chief Constable be authorized to approve the details subject to the following conditions in accordance with the Festival guidelines as approved by City Council:

Clause 1 continued

- A. The applicant enter into an arrangement satisfactory to the Director of Legal Services indemnifying the City against all claims that may arise from the proposed event, such indemnity to be in the form of insurance in which the City of Vancouver is named insured.
- B. That all relevant licenses and permits be obtained by the applicant prior to the event.
- C. That the cost of temporary traffic controls be borne by the applicant.
- D. That the cost of any street cleaning over and above normal street cleaning be borne by the applicant.

* * * * *

The meeting adjourned at approximately 4:20 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 283